

MANUFACTURERS' RECORD.

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BALTIMORE, AUGUST 23, 1900.

An illustration of the value of advertising which cannot always be traced by the advertiser is given in two letters recently received by the Manufacturers' Record. The Barataria Canning Co. of Biloxi, Miss., in a recent letter to the Manufacturers' Record, said: "We have given the Lee-Oddum Boiler Co. of Memphis an order for a marine boiler, which is to be 125 horsepower. We got their name from your paper." In a letter to the Lee-Oddum Boiler Co. mention was made of this fact, and in reply we received a letter from them, in which they said: "We received an order for a boiler from the steamer Menefee, and were not aware before how they came to address us. We are certainly glad to know that your paper was the medium that suggested our name. It is not often that an advertiser is able to locate the influence which enables him to secure the order." As stated by this company, buyers of advertised goods very rarely think to mention where they saw the advertisement, and, as a natural result, advertisers cannot generally trace the benefit of advertising. But sooner or later, when judiciously done, advertising always proves profitable.

A Hint from Lowell.

The Massachusetts legislature at its last session appropriated \$35,000 for the construction of the textile school at Lowell on condition that suitable land and machinery, with \$35,000 for the general purposes of the institution, should be contributed. This supplementary contribution has been made by Mr. Frederick F. Ayer, formerly of Lowell, and now of New York, and it is expected that leading citizens of Lowell will make further contributions for the buildings and machinery. The strong movement for textile training in New England shows that that section does not propose to give up its cotton-manufacturing industry. At the same time, such steps as that taken at Lowell are a suggestion for the South and for Southern men of means. Already there are three or four textile schools in the South, but their success up to this point has been a matter largely without the aid of large contributions, the largest of them probably being that to the textile department of the Georgia School of Technology at Atlanta from Mr. Aaron French, and he of Pittsburg.

Wealthy Southerners should not let the example of Mr. Frederick F. Ayer at Lowell pass without practical following by themselves. In this connection the following from the New York Commercial will be read with interest:

But why "the coarser" grades of cotton manufactures for the South? Is it to be assumed that the Southern cotton mills will stop progress when they have learned the mere rudiments of cotton manufacture? Is it at all likely that, as time rolls on, the South will not have a good home market at the very doors of the mills for "the finer grades?" Is it not true that even now the South consumes in every line of manufacture much finer grades of goods than it did in the early post-bellum years? Ask the shoe manufacturers if the "brogan" and cheap plantation "footgear" are what the South buys in greatest volume now. No. With the prosperity and social progress that must inevitably follow manufacturing development will rapidly disappear most lines of demarcation that may now separate Southern from Northern consumption. It would be manifestly unfair to the spirit of Southern progress to assume that her manufacturers will always be content to remain in the "infant class."

A Southern Outrage in New York City.

Three days ago a West Side policeman was murdered by a negro. Last night a mob took possession of Eighth avenue from Twenty-eighth street to Forty-third street and spread to Ninth and Seventh avenues through the various side streets and beat and assaulted every negro man or woman who showed a head. Negroes were pulled off street cars, rolled over in the street, kicked and beaten and were almost murdered before they could be rescued by the police.

The reserves from the West Thirty-seventh street station were unable to cope with the rioters, and they had to call upon the West Thirtieth street and West Twentieth street stations for assistance. The police reserves of those two stations and every man already on duty who could be spared from his post were immediately hurried to the scene of the trouble. Chief Devery, accompanied by ten men of his personal staff, hurried to Eighth avenue and assumed charge of the police. Long after midnight the streets were filled with the rioters. They were quiet enough until a negro appeared in sight; then a rush would be made in his direction both by the rioters and the police, the former to injure him if possible, the latter to rescue him. Ten ambulances from the hospitals in the neighborhood were put in use and removed a number of negroes who were badly injured. The police forced many saloon-keepers on Eighth avenue to shut their doors and discontinue business for the night, in order that whiskey might not inflame the rioters to a greater degree of fury.

This extract from the New York Sun refers to occurrences not in New Orleans, but in New York. The Sun quoted Chief Devery at the close of two or three days of more or less rioting as saying: "All the trouble so far has been started by boys, and the older persons have afterward been drawn into it. If parents would keep their boys at home matters would not be as bad as they are." Further, the Sun says:

There was a good deal of talk yesterday concerning the cause of the riots. Many persons were disposed to go back of the murder of Thorpe for the real cause. Of course, they admitted that the policeman's death was directly responsible for the outbreak of trouble at this particular time, but they said that the conduct of a certain class of negroes in recent years has led to the

growth of deep-seated hatred for them by the whites in the districts contiguous to the negro settlements. Inspector Thompson is one of those who take this view. He says, and there is evidence to corroborate him, that recently a great many of the South's worst negroes have drifted into New York. They have a system in many Southern towns of giving objectionable characters twenty-four or forty-eight hours in which to get out. Most of these characters are negroes, and they come here. They are bad negroes, and they bluster around with a disregard of everybody's rights in an unbearable way. Anyone who has been along Sixth avenue in the Tenderloin in the last year or two has had ample opportunities for seeing this stripe of negro. He is generally armed and is a bad man to fool with. Now that the outburst has come, the better class of negroes have to suffer with the rest.

The most significant feature of the New York riot was the youthfulness of the mob. It was composed almost entirely of boys of from eighteen to twenty years, with no leaders, and it was not animated by any purpose to find the murderer whose crime was the ostensible cause of the disorder, but went around on general mischief bent, beating, shooting and killing promiscuously such negroes as came in its way. A law-abiding black man driving an express wagon or quietly engaged in industry was as welcome as any other for a victim. The outbreak was not an exhibition of the peculiar institution of lynching, but a plain case of lawlessness and hoodlumism. A really serious revolutionary or extra legal movement of a community is not the work of its 18-year-old boys. Their rioting is simply a piece of rowdism for the indulgence of brutal instincts. It is natural that they should seek such indulgence and readily rally when any sort of an excuse is offered them for an orgy of negro blood.

This comment, applying to the spirit of the New York mob, is not original with the Manufacturers' Record. It is taken from the editorial columns of the New York Tribune of two weeks ago, and has been changed only by substituting the words "New York" for the words "New Orleans." The New York Tribune, however, is way off in its explanation of the ultimate causes of the New Orleans trouble. They are to be found in the statement of the New York Sun: "They are bad negroes, and they bluster around with a disregard of everybody's rights in an unbearable way," and "Now that the outburst has come, the better class of negroes have to suffer with the rest."

This is likely to be a fact, however lamentable, wherever the occasion arises, whether in New Orleans or New York, or whether the progenitors of the mob had resorted to lynching in Louisiana or in New York on suspicion of a plot against the largely prepondering white population, to burning fourteen slaves, gibbeting two, hanging eighteen and transporting seventy, as was done in the latter place in 1741. The Tribune made as the moral of its sermon to the South, "It is time for the South to realize how it is putting poison in the milk of babes." This is a false deduction. The better statement in view of the

New York disgrace should be, "It is time for the North to realize how it is putting poison in the milk of babes."

One of the most remarkable phases of a certain portion of Northern sentiment of ignorance and prejudice pandered to by such editorials as those of the New York Tribune, and by such foolhardy campaign material as that published by the New York Sun, is that the crimes which are usually the immediate cause of mob fury, whether at the North or at the South, are almost lost sight of in denunciation of the lawless acts following the crimes. Such sentiment fails to realize that while it has no effect in suppressing the lawless acts, it is certainly encouraging the class in which the particular criminals originate. If the Sun should only place itself in the respectable, fair-minded attitude it held twenty or thirty years ago, when the great Dana was in his prime, it would be ready to acknowledge that the bloody shirt, pro-negro articles and the fierce assaults upon the South had no little bearing upon the murder of the policeman by the negro. From the accounts in the Sun he is evidently a representative of the class of insolent, criminal-minded negroes, who, forced from the communities in which they were born because of their evil lives, have drifted to Northern and Southern cities to live by their wits. They have not sufficient intellect to understand that bloody-shirtism is a bluff intended solely for campaign purposes, but believe that it is sincere, and that its promoters really are friends of the negroes, whether they are good or bad. By a natural process of animal reasoning they reach the conclusion that a community which tolerates at this late day sectionalism and bloody-shirtism in its public press will permit them to ride roughshod over everybody else. Hence the murder of policemen and the consequent mob. It is time for the North to realize how it is putting poison into the milk of babes.

Rebuild Our Ocean Commerce

The work of building up the internal commerce of the United States through railway construction, which was given its great stimulus by the passage of the homestead law and the various land-grant acts of a former generation, is now well under way, the result being that the United States has a greater mileage in railways than all of Europe, and that, because its railways are more actively employed, this country moves upon wheels, actual tonnage and distance hauled considered, more than half the commerce of the world moved upon land.

It is because of this power of land transportation that our iron and coal trades have come to lead those of every other nation; that we can mine and distribute coal and make and distribute coke, and that we can manufacture and deliver in all the markets of the world iron and steel at lower cost than can be reached by any other nation; that, because of our power of transportation,

we have been able to develop and expand a domestic trade unknown to any other nation or time, based equally on agriculture, mining, manufacturing and mercantile operations, and that we are able to create a surplus for export larger than that of any other country.

The magnitude and the variety of our industrial work has laid a foundation of distributed prosperity which assures its continuance and growth, and likewise the continuance and expansion of our foreign commerce. There is but one thing that can check or limit the growth of our exports, and that is a lack of ability to balance them with imports, for it is patent, upon short consideration, that we cannot go on, year by year, with exports of \$100,000,000 or more per year in excess of imports and be paid the difference in cash. That would soon mean the impoverishment of other nations and the destruction of their purchasing power.

The thing which stands in the way of developing our imports, and particularly in crude and raw materials which our manufacturers can use to great profit and advantage, is ocean-going lines of our own running to countries dependent upon imports for manufactured goods, but having to sell in exchange raw products and great crops of which we are large consumers, but which we do not produce, as coffee, tea, tropical woods, the many products of tropical forests and plants, ores of iron, copper, gold, silver and other metals which can be used in excess of our own great productions, etc.

We have a trade built up and established, its permanency warranted by low cost of production, to employ an ocean-going tonnage equal to that of Great Britain, which today is more than half of the world's total. We are now nearing the period for shipbuilding, in which we ought to be able to build up a tonnage in quality equal to any in the world and at a lower cost.

We have the skill, the organization, the men and the money to do the work, and the various ports on the waters of the Chesapeake and the Delaware offer sites for ship-yards and for great concerns for turning out iron, steel and machinery far superior to those of the Clyde.

We have probably got through the great railway-construction period, except for perfecting our big lines and a few needed through roads. We have a guarantee for profitable work for all the ships we can build for many years in carrying our own products abroad and bringing home surplus from other countries that we can use to advantage.

Moreover, we used to have our share of ocean-carrying power. We lost it in the Civil War, and were too busy building railroads for a generation afterward to take it up. But the time has come to take up the work. Forty years ago, in 1859, of a total of nearly \$340,000,000 of foreign merchandise imported, about 64 per cent. came in American bottoms. Now it is only 16 per cent.—one-fourth!

In the same year, out of a total of nearly \$357,000,000 of exports of American merchandise, 70 per cent. went abroad in American vessels; now it is less than 6 per cent. (5.9 in 1898)—less than one-tenth!

That record was all right so long as we were busy with our labor and capital building railroads, expanding agriculture, mining, manufacturing and making more money out of the works than the ocean carriers were making, and so long as Great Britain and Ger-

many could build great ocean ships at lower cost than we could build them.

But those conditions have changed. We need our own lines to such markets as we can best sell our surplus in and where we can best find the kind of return freights that we can use to greatest advantage.

We ought to build ships to beat the world.

In time we ought to build them at lower cost than any other country.

It is the most important branch of national industry to be taken up and developed.

The time is ripe for it.

It will pay in many ways and in all ways.

Let us set about it forthwith, and the first step is the passage of the bill looking to government aid, just as the building of our railroads was made possible by national, State and county aid.

Energy at Charleston.

The energy with which the people of Charleston are pushing their plans for the South Carolina Interstate and West Indian Exposition is a guarantee that no effort will be spared to make this the most important exposition ever held in the South.

In time and place the exposition is well planned. Its officers and directors are among the most progressive men of Charleston, and it is backed by the sentiment and the money of the whole city. It is timely, because since the last Southern exposition the South has made giant strides in industrial and commercial progress. Its cotton-mill interests have since then nearly doubled in capital and spindles and more than doubled in their influence upon the whole business life of this section, for the world now fully accepts the South's future pre-eminence in this industry. Charleston probably has more capital invested in cotton mills than any other city in the South, and it is to Charleston men and money that some of the greatest mills in this section owe their existence. It is therefore appropriate that this great industry in all of its wide ramifications should be fully represented at the Charleston exposition. Coincident with this great advance in cotton mills, the coal and iron and lumber interests have made equal progress, steel-making has become an established fact, and many new lines of trade and industry have been developed, while established interests have been greatly broadened. The South's wonderful advantages for industrial pursuits and for world-wide commerce are now everywhere accepted, but Charleston can put all of these facts in such living pictures as to attract universal attention, to stimulate renewed energy on the part of our own people and to command a still greater Southward flow of men and money to unite with home capital in the fullest utilization of our vast resources. All honor to Charleston for the way in which it has undertaken this work.

Once the South separates itself from politics and platforms like those laid down by the Kansas City Convention the sooner will the South see success in its great industrial centers equal to, if not superior to any recorded in any other part of the republic. The South is too rich in resources, its possibilities for permanent success along industrial, agricultural and commercial lines are too great, to permit of neglect.—Philadelphia Manufacturer.

Once the North separates itself from the unscrupulous politicians who hate the South, and who force a "solid South" by their attitude on the negro question, the South will then take the

lead in advocating those policies which look to commercial and industrial supremacy.

Improved Railroad Earnings in South

The fiscal year of 1899-1900 was the most profitable in the history of Southern transportation companies, if deductions which have been made from statements thus far made public are correct. Although this assertion may seem a very broad one, it is justified by compilations of the earnings, etc., of representative Southern railway lines. For several years past the railroads in the South as well as in other parts of the country have been undergoing a process of transformation physically as well as financially. Some of the companies have followed out the policy of considerably adding to their mileage; others have taken advantage of the ease of the money market to reduce the interest on their indebtedness, while all of the more prominent corporations have been making extensive improvements in the way of new buildings, heavier rails and rolling stock and the substitution of metal for wooden bridges.

The last few years have also been notable for the number of reorganizations which have been carried out, in which several Southern systems have played a prominent part. The reorganizations have been attended by the floating of large amounts of new securities, and in several instances the practical rebuilding of the lines involved.

This process of transformation has occupied a period of several years, and the year ending June 30 last was really the first in which the earning capacity of the lines under the new conditions could be fairly demonstrated, as prior to this period the plans for reorganization and general improvement were still uncompleted.

To ascertain how practical has been the policy of reorganization and what benefit has been caused by the improvements in increasing economy of operation and increasing the earning capacity of railroads in the South the Manufacturers' Record has made an analysis of four well-known systems—the Illinois Central, the Louisville & Nashville, the Southern and the Norfolk & Western. The first-named represents a line which forms one of the principal arteries for export business from the North and West to the Southern seaboard, and also derives an extensive local traffic from its branches and connections in the Gulf States. The Louisville & Nashville is distinctively a Southern system, depending by far for the greater portion of its business upon the natural and manufactured products of the South. The Southern and the Norfolk & Western system are two conspicuous examples of railroad reorganization.

It is not too much to believe that Southern railway companies in general have experienced the prosperity which has attended these companies, as shown by their reports, to a greater or less extent. In each instance the figures show beyond a doubt that the condition of the companies has wonderfully improved during the period selected for comparison and that the policy adopted in their administration has been conservative as well as progressive.

The history of the Norfolk & Western is quite familiar to the average reader. It was taken out of the hands of the receivers in September, 1896. According to the report of the company for the year ending June 30, 1896, shortly before it was taken out of the hands of receivers, the total mileage operated was 1328, with gross earnings amounting to \$10,908,000. The proportion of expenses to earnings

was 75.41, the net earnings amounting to only \$2,683,000, or but 24.4 per cent. of the gross. Its obligations during that year amounted to \$3,702,000, leaving a deficit of \$985,000. Although but four years have elapsed since the date of reorganization, the gross earnings, as shown for the past year, amounted to \$14,091,600, and the net earnings to \$5,589,000, or 39.6 per cent., while fixed charges have been reduced to \$2,274,000, in spite of the fact that the average mileage operated has increased to 1554. Instead of a deficit a surplus is reported of \$3,316,000, and a further analysis of the two reports shows why this is possible. The percentage of expenses to earnings has been cut down to 60.32. Its interest under the plan of reorganization has also been considerably scaled. The new mileage added has given it connections which have increased its through traffic, while the extensions and branches have also created considerable local business. As a result the net earnings per mile have more than doubled, being \$3597 for the last year and \$1708 during the year ending June 30, 1896.

During the four years a large amount of money has been expended in placing heavier rails upon the line, in rebuilding the roadbed at various points where necessary, in constructing heavier bridges and in reducing the grades, thus allowing trains to be operated at a minimum cost, as is shown by this statement. The system has been placed in a condition to obtain the greatest benefit from the revival in the coal, iron and other industries adjacent to it, and has been developed from an expensive, badly-equipped and bankrupt road into one of the most prosperous lines in the country and one which has remarkably bright prospects. As will be noted, the surplus for the last year alone represents 23.5 per cent. of the gross earnings.

When it was decided to reorganize the Richmond Terminal and its feeders into the Southern the same conditions prevailed, only to a worse extent if possible. Yet such was the confidence which J. Pierpont Morgan and those associated with him had in the possibilities of the South and the opportunities for traffic over this system when rehabilitated that they undertook this great work. It practically meant the construction or reconstruction of nearly 3000 miles of new railway line—not simply repairs here and there. To provide for this extra expense a large amount of the proceeds of the securities under the new plan were set aside. The road was taken from the hands of the receivers in 1894, and for the purpose of comparison this fiscal year was selected with the one ending June 30 last. It should be stated that some of the figures are approximate calculations, as the complete report for the last year has not been made public. The report for the period ending June 30, 1895, was based on 4139 miles of line. The gross earnings were \$17,115,000, and the net earnings \$5,052,000, or 29.5 per cent. of the gross. The charges amounted to \$4,246,000, leaving a balance of \$886,000. The mileage for the year ending June 30 last had increased to 6306, and the gross earnings amounted to \$31,200,000, the net earnings to \$9,369,000, or 30 per cent. of the gross, while the charges had increased to but \$6,771,000. As a result a total balance was left available for dividends, etc., of \$2,917,000. The net earnings have increased from \$1221 per mile to \$1484 per mile, or 21½ per cent. The proportion of operating expenses to earnings has been reduced from 70.48 to 69.77, in spite of the heavy outlay which has been made upon the property for improvements out of earnings. It will be noted

that although the mileage has increased 52 per cent., the gross earnings have nearly doubled within the five years, being \$2.3 per cent. greater than in 1895. The net earnings have increased nearly in the same proportion, being 85.2 per cent. greater.

These figures form a wonderful demonstration of what might be termed the foresight of the organizers of the present system, as well as of the ability of the men who have been chosen to carry out their elaborate plans. The statistics show that this great system is on a solid basis financially, and that although it has considerably expanded from the original mileage, the expansion has been of a profitable character. The result which has been attained during the past year, as shown by these calculations, reflects in part the improved conditions of the South, but is in a great measure due, as stated, to the manner in which the Southern has been operated.

The Louisville & Nashville's position is considerably different from that of the Southern. Its directors have not pursued the policy of expansion, and its mileage operated during the last fiscal year was but 114 more than during the year of 1895-96. During the first period it reflected the condition of business depression. Its gross earnings amounted to \$20,391,000, its net earnings to \$6,886,000, and its fixed charges to \$5,563,000. This left a surplus of nearly \$1,400,000. But the directors deemed it best not to declare a dividend, but to reserve this for betterments and other purposes. Time has shown the wisdom of their course, but lately the stock of the road has been put on a 4 per cent. basis. Its earnings for the last year amounted to \$27,715,000, an increase of 35.9 per cent. over 1895-96. Its net earnings were \$8,884,000, and its obligations \$6,174,000. Including income from all sources, a surplus is left for the present year of \$3,470,000, out of which dividends amounting to \$2,112,000 will be paid. Its net earnings per mile increased from \$2322 to \$2746, or 18.7 per cent. It will be noted that although the gross earnings increased 35.9 per cent., its mileage increased but 3.7 per cent.

The Illinois Central enjoys the reputation of being one of the best managed railroad systems in the United States. Taking the reports of the company for the year ending June 30 last, we find that the mileage has increased from 3068 to 3845, or 25.3 per cent. The gross earnings have increased from \$22,003,000 to \$32,442,000, or 47.5 per cent. The net earnings have increased from \$8,092,000 to \$9,571,000. In spite of the increase in mileage its annual obligations have decreased from \$7,347,000 to \$6,247,000, not including dividend payments. One of the greatest factors in the progress of the Illinois Central has been the marked ability displayed in its financial management and in the carrying of its indebtedness. Out of a total of \$104,000,000 bonds, \$5,318,000 are at 5 per cent., \$56,000,000 at 4 per cent., \$39,000,000 at 3½ per cent. and about \$5,000,000 at 3 per cent.

United States Consul C. W. Erdman at Breslau reports that under present conditions the import of American pig-iron into Upper Silesia would not be profitable, but that the large industrial works on the Elbe at Dresden, Magdeburg and Hamburg and perhaps at Berlin would be good markets, as there are no iron ores in their district, and as American pig-iron is said to be superior to the Upper Silesian. He writes that a trial order of 100 tons of American foundry pig-iron has been given to the Tennessee Coal, Iron & Railway Co.

OLD MEXICO'S BOOM.

New Transcontinental Road Stirs Things Up.

[From the Baltimore Evening News.]

Mr. Richard H. Edmonds, editor of the Manufacturers' Record, who returned home yesterday from a trip to Chicago, where he was in consultation with Mr. A. E. Stilwell, president of the Guardian Trust Co., and others who are interested in the building of the Kansas City, Mexico & Orient Railroad and in some large mineral developments in Mexico, in an interview with the News, said:

"The Kansas City, Mexico & Orient Railroad, for which extraordinary concessions were granted to Mr. Stilwell and his associates in March last, will prove of vast benefit to the South and West as well as to Mexico.

"This road, starting at Kansas City, will cut across Oklahoma and Texas, and thence through a wonderfully rich mineral and timber region of Mexico to Port Stilwell, formerly Port Topolambapo, on the Pacific coast, making a new route to the Pacific 500 miles shorter from Kansas City than any other line. A 15-year traffic contract has been made with the Chicago, Milwaukee & St. Paul road, giving the latter the advantage of a short, direct line to the Pacific. In addition to opening up a great stretch of country in Oklahoma and Texas, now without adequate railroad facilities, this new road will furnish a short line to the Orient for the rapidly-expanding exports of cotton and of cotton goods from the South, and thus it becomes of almost as much value to the whole South as to the West.

"Mexico is giving so much attention to railroad and industrial development and is working so vigorously under the active direction of President Diaz to attract foreign capital that the most liberal concessions were given to secure the building of this road. These concessions include a cash bonus and the contract for settlement and development of the State lands of Chihuahua and Sinaloa and forests of long-leaf yellow pine. This road also has the right to all mineral leads opened up by its construction, a one-half interest in 600,000 acres of coal reported to be very similar to Pocahontas coal, and other valuable considerations.

"Although these concessions were only secured in March last, the work has been pushed so vigorously that 365 miles of road are now under construction, 300 miles being under contract from Wichita, Kans., to the Texas line, while work is progressing on sixty-five miles from Port Stilwell northward. This road will open up that wonderful silver and gold region of Mexico in which 'Boss' Sheppard, formerly of Washington, had made such a great fortune, though his mine and his magnificent palace are about 200 miles from even a wagon road, everything having to be 'packed' on mules over mountain trails. The road is being built by the International Construction Co., organized by Mr. Stilwell, and gives promise of becoming one of the most important transcontinental lines ever built.

"While in Chicago," said Mr. Edmonds, "I spent some time with Mr. Milliken, formerly of New York, but now engaged in large mining operations in the vicinity of Durango, Mexico, who is associated with Mr. Stilwell in some Mexican matters. It is at Durango that the great 'Iron Mountain' of Mexico, one of the world's iron wonders, is located. Mr. Milliken's father-in-law, Mr. Witherbee, formerly of the well-known iron firm of Witherbee, Sherman & Co. of Northern New York, is operating the iron furnace on this property. This iron body is almost a mountain of iron ore; in fact,

claimed to be practically a solid mountain of ore running from 60 to 66 per cent. metallic iron and estimated to contain over 400,000,000 tons of ore. According to Mr. Milliken, who has been living in Mexico for ten years, the profits in iron-making, and, in fact, in nearly all lines of manufacturing in that country, are phenomenal.

"The difference between gold and silver, Mexico being on the silver basis, makes a difference in price on foreign goods in Mexico of about 100 per cent. This, added to the tariff and to the heavy freight for long railroad haul from the United States to the interior, gives to the ironmakers, for instance, a protection of about 200 per cent. Very little pig-iron is yet made in Mexico, but it is claimed that the small furnace at Durango, which is an old-time affair, can sell its iron at \$85 a ton in silver, or largely over \$50 a ton profit; but as the same company owns a new rolling mill, it makes a still larger profit by turning its pig-iron into finished product. The rapid railroad and mining development of Mexico is creating an immense demand for iron and machinery, the imports, notwithstanding the enormous cost, being, it is said, at the rate of about \$40,000,000 a year. The production of pig-iron amounts to an average of only a few tons a day, though it is claimed that a modern 100-ton furnace at Durango would make over \$50 a ton, or \$5000 a day profit in silver, and that without much regard to the price of iron in other countries.

"While the manufacturers are making enormous profits, the laboring classes are paid in silver, worth, of course, only half as much as gold. Laborers get from forty or fifty cents to one dollar a day in silver, the latter figure being for higher class workmen, equal to twenty or twenty-five cents to fifty cents a day in our money. This ability to employ laborers on a silver basis and sell the product on the basis of cost in the gold countries of the world is naturally causing a tremendous increase in the capital going into manufacturing. Laborers employed at these wages work from sunrise to sunset, and when crowded work at night without extra pay, and never strike nor organize into labor unions. Under these circumstances it is said that the manufacturers and capitalists of Mexico are making vast profits which would astonish American business men. Stimulated by these conditions, a company is being organized in Chicago to purchase this Durango iron property with a view to greatly increasing its output, while many Western capitalists, especially the big mining operators of Colorado and California, are now investing in Mexican mining and industrial undertakings."

EFFECTIVE ADVERTISING.

Practical Suggestions from an Expert Standpoint.

Ray D. Lillibridge of New York city, discussing in the Electrical World and Engineer the question of obtaining best results from advertising, makes the point that business firms do not make any reasonable, careful, systematic effort to follow up their advertising. He says that recently he directed letters to eighty representative concerns making inquiries for a first-class firm desiring to produce mechanical and electrical apparatus. The letters either requested a catalogue or further particulars about advertisers in prominent trade journals. But twenty-two replies were received, and of them only three showed a disposition to follow up the letters by a systematic effort to get new business. He found that much of the advertising matter bore the ear-marks

of neglect. Among the morals he draws from his experience are the following:

"Advertising, to be effective, must be representative. Does it seem reasonable that a well-managed concern should not give its advertising the same careful consideration that it does its personal representatives? Would anyone contemplate a shabbily-dressed or any otherwise defective salesman representing him?

"A few seem to make an effort toward systematically changing their advertisements and making them worthy of attention. A far greater proportion, however, appear to look on advertising as a necessary evil, and one would surmise from the persistent neglect of the introduction of either new or interesting data into their advertisements that they are advertising against their will, and that they really do not want any more business.

"It would surprise some of these concerns were they to make the most out of their appropriation by putting into their advertising a similar quality to that possessed by a successful salesman. There is no reason why the facts and figures a salesman would talk cannot be embodied in proper form into trade-paper advertisements and into catalogues or circulars."

OUTLOOK IN ALABAMA.

Reflections from the Standpoint of Money-Lending.

In a recent letter to the Manufacturers' Record Mr. Jas. S. Pinckard, president of the State Abstract Co., Montgomery, Ala., referred to the fact that in his business of lending money he had more money for investment than he could find borrowers for. Asked as to whether this meant that good security could not be given for loans, or whether it meant that Alabama farmers and others were not borrowing as much money as formerly, he replies:

"I hardly think the condition referred to in mine of the 2d, i. e., that we have more money to invest than we can find borrowers for, is brought about by the general condition of this section, or has any bearing on it.

"I am an attorney by profession, but have given up the general practice of law and have devoted myself for the last fifteen years to an office practice largely made up of investing moneys for clients in the East, and for one or two foreign mortgage companies as well. I have been very successful in this line of work, not having had a foreclosure, save one, since 1893.

"This record has created an unusual demand for investments through my office from my Eastern clients especially, and this accounts more directly than anything else for the statements made in mine of the 2d.

"In order to keep this business on an absolutely satisfactory basis the amount I can do is limited, not by the supply of money for investments, but by my ability to examine the titles, securities and surroundings of the loans, as I make it a rule to give personal attention to all investments made through me. I could do a much larger business if these vital details were entrusted to others.

"As I have been located here since 1883, and have given much attention to this line of work, I venture a few remarks in answer to your inquiry as to the general business conditions of this section.

"I believe the records here show that our farmers are borrowing somewhat less money than in former years. They are certainly obtaining what they need at a much lower rate of interest and a much smaller brokerage for obtaining it.

"This section of Alabama has improved very greatly from an agricultural standpoint since I located here, and especially

within the last five or six years. There is a gradual tendency among the best class of people to go back on their farms. Farmers from the Northwest are gradually locating here, and in some sections of the State lands are now selling for more than double what they brought six or seven years ago.

"The prairie lands of West Alabama are much sought after at largely-increased prices, and in Montgomery county the building of good roads has added materially to the value of farm properties and to the ease and facilities of marketing crops. The outlook for this section of Alabama, to my mind, is bright and enticing.

"My loans have been made for certain clients on city properties and for other clients on farming lands. I have handled both classes of security with the most satisfactory results. I have, within the last few months, made several large farm loans in West Alabama, aggregating about \$200,000, and ranging from \$15,000 to \$40,000 each. These loans have been made at 6 per cent interest and a small brokerage to cover the expenses incident to the negotiations.

"The business of handling cotton-mill and other industrial stocks has not been developed to any marked degree here in Montgomery."

SOUTHERNERS IN CHICAGO.

Business Men Preparing for the Fall Trade.

[Special Cor. Manufacturers' Record.]
Chicago, Ill., August 20.

The visiting Southern merchants in Chicago the past week, referred to in my last letter, made a good representation of the commercial interests of the South. The local newspapers recognized editorially the great importance of the Southern market, and brought more forcibly to the attention of the Western trade than ever before the magnitude of Southern commerce and the growth of closer business relations between the Western and Southern States.

Those who visited Chicago the first time since the World's Fair met a surprise in the immense growth of the city, both industrially and commercially. Four magnificent systems of elevated roads branching out into every section, the elevation of all the principal railway trackage, and the construction of a large number of additional tall office buildings downtown arrest the view of the traveler and impress him of the wonderful strides of progress Chicago has continued to make.

The Southern business men visited the rounds of the wholesale houses, and many made excursions into the factory districts and places of casual interest about the city, finding themselves well paid for their trip in both profit and pleasure. It was encouraging to hear with what confidence all spoke of the prosperity of the South's industrial interests, and to note the faith entertained in the development of its manufacturing industries. When an excursion of business men go abroad and talk as intelligently and hopefully of their home enterprises as did the visiting merchants from the South here last week, they leave a favorable and lasting impression that will be bound to result in great commercial and financial good for the sections from which they come.

Although in the last innings of the business intermission or vacation season, business for the past week has been very encouraging—good crops, increased railway earnings, with an unusual amount of satisfactory work to do in the factory. Prospects for business during the fall months are all right, notwithstanding the feints and fears of the timorous. The sturdy

business man seems reasonably fearless of the approaching election, as compared with former campaign years, but is busy—when not posing to keep cool—with current business affairs. The iron producers are nearly to the end of the usual repair season, with the demand for their products picking up daily. Consumers of iron and steel are beginning to buy for early requirements, and if indications are not routed by unseen influences, fall trade operations will forge through the campaign with few if any curtailing signals. That is the way it looks today; that is the way the foremost business men will work to make it appear in reality this fall.

A Chicago company that has made business for itself from the day its wheels were first turned, the Chicago Pneumatic Tool Co., is still expanding its interests, and reports increased sales for all of its products. The demand for its pneumatic tools has been larger than it could well meet, a very large part of the business being with foreign countries. The company is just now completing a large new factory at Detroit, removing its St. Louis plant thereto, which will probably be ready to put in operation in September or early in October. In the meantime, however, the regular Detroit works, or Olney plant, is being operated night and day to keep up with orders. Notwithstanding the crowded condition of the company, however, it has recently engaged Fred F. Bennett, an experienced advertising man, who has taken charge of that department and is proceeding in his energetic way to still further enlarge the business and increase the reputation of its manufactures. Orders were recently taken to equip the plant of the Maryland Steel Co. at Sparrow's Point; Riter & Conley Co., Pittsburgh; General Electric Co.'s Schenectady plant and Cramp's ship-yards.

The Economy Supply Co., 88 Market street, manufactures a boiler compound that it is introducing among Southern boiler users.

A Chicago firm with a salable line in the Southern market is the American Reflector & Lighting Co., manufacturer of the Paragon reflectors, for lighting churches, theaters, halls and public buildings. It also makes street and ornamental sign lamps of every kind for oil, gas or gasoline. The system of reflectors used by this company consists of entirely new and improved forms.

The long-waged strike of the Chicago building trades was not settled, but has worn itself out, and building operations are being gradually resumed. The different union workmen have returned to work individually, many having sought employment in other cities. The prices of structural iron and steel have been further reduced within the past week, quotations now being held about on a level with those of two years ago, again bringing material within reach of the contractor and builder, which promises to revive active building operations in Chicago and renew the local demand for Southern lumber.

H.

Uncovering Alabama Ore.

[Special Cor. Manufacturers' Record.]
Anniston, Ala., August 20.

The citizens of Iron City and vicinity, twelve miles east of Anniston, and others interested in mining iron are starting a movement to build a furnace there. Considerable money has already been subscribed, and the promoters of the movement are very sanguine of its success. There are immense quantities of iron ore there, and several hundred men are now engaged in mining it for shipment to other points.

Messrs. G. S. & J. G. Adams are erecting another iron-ore washer at Iron City.

The Louisville & Nashville Railroad Co. is arranging to build a spur track two miles in length from the main line at Alexandria out to some iron-ore properties of the Anniston Brown Ore Co. The Louisville & Nashville is also building a spur track a mile and one-half in length at Rock Springs to the big crusher being erected by the Alabama Consolidated Coal & Iron Co. at its limestone quarries. The Consolidated is also building thirty houses at that point for operatives.

IMPROVEMENTS AT BIRMINGHAM.

Changes at the Rolling Mills and Other Establishments.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., August 21.

It is still a difficult matter to get information that is satisfactory concerning the market. When a sale is made showing a top-notch price there is no objection to reporting it. But when one is made at close figures there is no disposition to make it public. All sorts of bids come in, representing the various views of buyers. One buyer thought that the condition of the market did not justify an offer above \$8.50 for gray forge and \$9.05 for No. 3 foundry. Of course he was shelved. There was a sale of 400 tons on Friday, but it was consigned to the box of sales labeled "P. T." A chance remark justifies the belief that it was sold at \$9.50 for gray forge.

The Tennessee Company reports the business in six months. There is undoubtedly a better inquiry from domestic sources, but the actual transactions do not keep pace with them so far as the domestic trade is concerned. Quotations are given on the basis of \$11.50 for No. 2 foundry and \$10.25 to \$10.50 for gray forge. But there is pretty good evidence that these prices obtain only in cases of car and medium-size lots. For round lots there is little doubt that concessions would be granted. All that can be said of the market is that it is still unsettled, with varying opinions as to its resting-place. Some No. 1 foundry brought \$14, but it was an exceptional case. The buyer had to have it.

The steel mill is jogging along, and has made sales of billets and slabs. They can make billets now as small as one and one-quarter inches. Heretofore the minimum size has been three inches.

The steel-casting foundry of the Tennessee Company at Ensley will be put in operation this week. It is the only plant of its kind south of St. Louis, and the field of opportunity for it is a wide one. Great confidence is felt in it as a valuable adjunct to the other interests of the company.

After a close investigation, the export sales are given approximately at 65,000 tons. If any change in the figures should be necessary it would probably be towards a reduction. Every ton of these sales is reported as covered by freight engagements save 2000 tons. The fact that such sales are made in the face of pretty stiff rates shows the need of iron in European countries. It should stir up the domestic buyers.

At the rolling mills the furnaces of the steel plant have been torn out and supplanted by heavier and stronger ones. The Fort Payne plant, which was bought by the old management of the rolling mill, has been reinstalled here, old boilers being removed to make way for the fourteen steam boilers and six gas producers. Both puddling mills have been overhauled, and all labor-saving devices, as well as those tending to economy and efficiency in results, have been adopted.

Four gas-heating furnaces on new and improved plans have been built to be used

at bar mill and guide mills. Six hundred feet of new gas sewer four feet by six feet has been built to supply these furnaces with the necessary heat. Gas producers have been overhauled and two more added. So also has the bar and sheet mills, guide mills, plate mills and firebed mills. A 150,000-pound plate shears has been added, as also one 112-inch squaring shears. Two hydraulic doubling machines, as well as two new cold rolling mills, the rolls being 24x40 inches, have been added. A new 1500-horse-power engine, resting on a foundation requiring 100,000 brick, has been placed to drive the plate mill. New patent charging machines for slabs, billets and ingots are being placed in position, and an electric-light plant will complete the list of the many improvements added to this plant. It is now rehabilitated, practically reconstructed and rebuilt to be equal to any demands that may be made, and comparing in efficiency to any rolling it may have to contend with in competition for business. J. M. K.

Eastern Iron Markets.

[Special Cor. Manufacturers' Record.]
Philadelphia, Pa., August 23.

There is at least a decided improvement in the tone of the iron market of Eastern Pennsylvania, but it is confined for the most part to small buyers who have secured new work and have not enough material to push through with. There is no change in quotations just yet, but by Saturday, when two or three big deals may be put through, new prices may be and probably will be established. The makers, however, are very anxious to sell, and this stands in the way of a possible improvement. There are foundrymen in the market who are willing to buy if they are coaxed hard enough, and this means a concession of 50 cents. Not all makers are in a mood to get that much closer to cost for the purpose of making a sale. The determination of the Bessemer pig and billet people to keep prices where they are helps to check a good deal of business, because buyers refuse to believe that prices can be held where they are. Makers assert they can and must. For finished material there is some more business being done, but it is not of a volume to cause comment or to make it easier or possible to get better prices. There is more work coming up in carbuilding, pipeline laying, machinery work and heavier work calling for plates and shapes, but it is creeping in. The drop of \$8 per ton last week in structural material pulled in a lot of big bridge work that had been waiting for the drop, and more is likely to follow, as shapes are now for sure at rock bottom. The hardware manufacturers are quite busy accumulating goods. Locomotive builders are busy. The Prussian government has just decided to order 480 locomotives. There is general activity throughout the world for railroad building material.

The Iron and Metal Trades.

In its review of the week the Iron Age says:

"The sharp drop in the price of structural material came in the nature of a surprise, since only a week before the association had decided to maintain prices at the level established by the June reduction of \$7 per net ton. The talk of outside competition as the cause of the reduction is nonsense. The true reason is that large interests were convinced that relatively the price was too high. While it is admitted that building operations have been checked by the high price of all materials, including steel, it is certain that the consumption of structural material this year has been very heavy, in

spite of the prices established, which, by the way, were kept relatively lower than any other line of manufactured iron and steel. We understand that during the first seven months of the current year the shipments were 20 per cent. greater than those of the corresponding period of 1899. The order-books, however, are naturally not in anything like the shape they were last year at this time, during an excitedly rising market. So far as we can learn, no marked increase in orders has followed the cut in prices.

"There has been more movement in foundry pig-iron, and while there is still a good deal of pressure to sell, the participants in the struggle are not quite so numerous. A good deal of tonnage has been placed in Chicago, the malleable manufacturers being leading buyers. It is understood, however, that the cast-iron pipe interest has picked up a good deal of iron, and that in the East some large transactions have been closed.

"Reports are current that a very large sale, involving 27,000 tons, has been made for export by a Southern interest. Advices from Europe indicate that some very low offers have been made there to sell both Bessemer and basic open-hearth pig-iron. One figure named is 57s. 6d., Belgian port, which is more calculated to frighten buyers than to bring business. Eastern Pennsylvania mills have sold 10,000 tons of bars, plates and skelp for export.

"Freight room continues to be very difficult to arrange for, and rates are stiffening. This is very seriously checking the export business. Thus it is making impossible any sales of old material to the Mediterranean, where some demand has again developed.

"The tinplate scale is practically settled, so that an early resumption may be looked for. The bar scale is in such shape that there may be a prolonged idleness at the union mills, which, however, do not control the situation.

"In the metal trade the feature has been the drop in pig tin in London, promptly reflected here, an easing in the British copper market, and rather a weaker feeling in other metals on this side."

A \$300,000 Butterine Factory.

An important addition is about to be made to the dairy interests. This addition will consist of an important industry, a \$300,000 butterine factory, and it will be one of the most complete and cleanly establishments of its character in the country. The Standard Butterine Co. has been incorporated to build this factory, and will locate it at Langdon, near Washington, D. C. Contract has been awarded to Geo. C. Hough for the erection of the necessary buildings, the main one of which will be three stories high, 100x200 feet, to cost \$30,000. This building will contain the butterine machinery. The milk and churn department will be three stories, 61x75 feet; mixing room one story, 80x120 feet; cold-storage room one story, 20x80 feet, and shipping room 12x80 feet, one story. The floors of the mixing room will be of white cement, and the walls will be tiled in white five feet high. Electricity will be generated to furnish both lighting and power. The ice plant will have daily capacity of 100 tons. The boiler and engine room will be 80x160 feet, to contain engines of 600 horsepower. Messrs. Speiden & Speiden of Washington are the architects, and they are now preparing plans for another structure which will be equipped for laundering each day the 300 white-duck suits which the 300 employees will be required to wear. There will also be a lunch department, as no lunch will be allowed in

the plant proper. The entire plant will cost \$300,000.

The Baltimore (Md.) Brick Co. will furnish the 3,000,000 bricks needed. Mr. Thomas I. Donnelly of 208 Ninth street N. W., Washington, D. C., is the Standard Butterine Co.'s treasurer.

NEW STEAMSHIP COMPANY.

Movement Under Way in Baltimore to Form a Company to Operate a Line of "Tramp" Steamships.

A movement is under way to form a company with ample capital to operate a fleet of "tramp" steamships to be built in American ship-yards and to fly the American flag. A number of capitalists in Baltimore have been approached with the idea of taking stock in the company, and the Manufacturers' Record is informed that matters have reached a point where an organization may be effected in the near future. The promoters of the company have made calculations on the possibilities of obtaining freight at both domestic and foreign ports in competition with foreign ship-owners. It is stated that American vessels of the type recently built at Sparrow's Point, Md., can be operated so economically and will require such a small outlay for ordinary repairs that the profits will be considerably larger than those earned by the British owners of "tramp" vessels, in spite of the fact that the cost of construction in this country at present is from 20 to 25 per cent. greater. The American advantages are due to the fact that the material used, as well as the workmanship, is of a better quality, and that the vessels will obtain a much higher rating than those of the same class built abroad.

It is proposed to let contracts for several vessels of about 5000 tons' carrying capacity, also for a number to carry double this quantity. The headquarters of the organization will probably be in Baltimore.

For Insulating Machinery.

In a letter to the Manufacturers' Record Francisco Montilla of Malaga, Spain, writes that he desires to purchase machinery for covering electrical apparatus with rubber and machinery for preparing the rubber, vulcanizers, etc. He handles all kinds of machinery and electrical goods, steam engines, turbine wheels, dynamos, motors and all accessories. He writes that the greater portion of these articles are imported from Germany, though America ought to furnish the greatest facilities to buyers. Mr. Montilla desires at the same time the prices of machinery for insulating and the prices of rubber in the rough.

A business men's industrial league has been formed at Newnan, Ga., with S. W. Murry, president; W. P. Gearreld and M. Salbide, vice-presidents; Charles Thompson, corresponding secretary; T. M. Goodrum and E. S. Buchanan, executive committee.

During the last fiscal year 1530 vessels, representing 2,346,000 tons, cleared from the port of New Orleans. During this period its export trade extended to several African ports with which it has had no commercial relations.

The American Bridge Co. has secured a contract for about \$500,000 worth of bridge material to be erected along Japanese railroads. The contract was secured in competition with several European firms.

If you wish to keep posted on the progress of the South, read the Manufacturers' Record. Price \$4 a year.

RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

New Route to Cape May.

The Queen Anne's Railroad Co. of Baltimore has under consideration an extension from Queenstown to the northern end of Kent Island, Md. It will considerably shorten the new route which connects Baltimore with Rehoboth Beach, Cape May and other resorts on the Atlantic coast. Through the construction of the Queen Anne's Railroad and the steamer connection across Chesapeake bay and between Cape May and Lewes a route has been completed which has proved attractive to a large number of Baltimoreans as well as Washington people. The road itself is constructed in a very substantial manner for the purpose of running fast express trains. The high speed which can be made over the line was recently demonstrated, when a trip was made by a locomotive drawing three passenger coaches between Queenstown and Lewes, a distance of sixty miles, in seventy-four minutes—a rate of nearly sixty miles an hour. The distance between Lewes and Cape May is twelve miles, and connection can be made by rail if desired for Sea Isle City, also Atlantic City.

Fort Worth to Dallas.

In a letter to the Manufacturers' Record Mr. J. T. Voss, president of the Glenwood & Polytechnic Railway Co. of Fort Worth, Texas, writes that estimates are now being secured on the power-houses to be built in connection with the electric line between Fort Worth and Dallas, which is being promoted by this company. According to Mr. Voss' letter, the line will be constructed in the near future. The company will equip it with twenty trail cars, also four closed cars and two special motor cars. This line is to be about twenty-six miles in length, and it is calculated will cost about \$425,000.

New Line to El Paso.

According to a dispatch from El Paso, Texas, a new railroad line may be constructed to that city from the State of Sonora, Mexico. It is reported that the National Cattle Co., which proposes raising live-stock on a large scale in Mexico, also the Sonora Coal & Railway Co., are interested in the line, which will have El Paso as its northern terminus. I. E. Ross, at Philadelphia, is president of both corporations. Frank W. Wakefield of Chicago is superintendent of the National Cattle Co. Hon. J. W. Crowley of Midland, Texas, is also reported as interested.

New Texas Line.

In a letter to the Manufacturers' Record Mr. R. M. Hall, president of the Houston, Brazos & Northern Railroad Co., writes that it is proposed to build between 125 and 140 miles of this line by 1901. The company is now doing some work, but will not let extensive contracts until October. This road is projected from Houston to a point in Northern Texas, and it is understood is intended to connect with one of the systems which reach St. Louis. J. P. Smith is vice-president, and F. P. Rice, secretary and treasurer of the company.

Washington to Gettysburg.

According to a statement of Dr. F. B. Smith of Frederick, negotiations have been opened with contractors to build the proposed Washington, Westminster & Gettysburg Railroad between the points named by way of Frederick. Dr. Smith,

who is one of the directors of the company, writes that the company has secured franchises, also considerable right of way, and that 10 per cent. of the stock of the company has already been taken.

Texas Oil for Northern Markets.

According to a dispatch from Port Arthur, Texas, a steamship and barge were recently loaded at Sabine Pass with oil from the Texas oil fields which will be sent to the Philadelphia market. It is stated that the cargoes were consigned to the Standard Oil Co. at Philadelphia, which indicates that this company has decided to begin shipping oil from the Southwestern territory to Northern cities.

Railroad Notes.

Mr. D. B. Coltrane has been elected president of the Harriman & Northeastern Railroad Co.

It is stated that the Clyde Line of steamships has decided to include Newport News as one of its calling ports, and is making arrangements for dock facilities.

The reports of railroad net earnings for the month of June show that the transportation lines in the Southwest have a larger increase than any other group in the country, it being 28.91 per cent.

Coal for Egypt.

Mr. Frank C. Morgan, inspector of stores of the Egyptian State Railways, has been making a tour in West Virginia with the view of ascertaining the possibility of making contracts for coal to supply this railway system. The Egyptian government has already tested West Virginia coal on its lines, with very satisfactory results.

Cottonseed-Oil Notes.

The Caldwell Oil Mill at Caldwell, Texas, has had all of its machinery overhauled. The seedhouse has been enlarged and equipped with entirely new machinery, and a new elevator with capacity of 160 tons of seed per hour.

At the Paris Exposition the exhibit of prime cottonseed oilcake, meal and other products made by the American Cotton Oil Co. has been awarded the grand prix d'honneur. The exhibit included gold-dust washing powder, fairy and tar soaps made by the N. K. Fairbank Co.

It is said that a new cottonseed-oil mill will be built at Wadesboro, N. C., by the Atlantic Oil Co. of Wilmington, N. C. The new mill will have a capacity of fifty tons of seed in twenty-four hours, and will be equipped with the latest and best machinery. The president of the Atlantic Oil Co. is Mr. Perry Moses of Sumter, S. C., and its secretary and treasurer, Mr. A. C. Phelps of Wilmington.

The market for cottonseed oil at New Orleans was extremely quiet last week, the weakness at Northern centers having had a depressing effect. Values closed nominally steady, with a light demand. There is some demand for cottonseed cake and meal from the Continent, about 50,000 sacks of meal having been shipped during the week. Receivers' prices for products are as follows: Cottonseed, \$10 per ton (2000 pounds) delivered here; cottonseed meal jobbing at depot, \$22 per short ton and \$23 to \$23.50 per long ton for export f. o. b.; cottonseed oil, 25 to 26 cents per gallon for crude loose f. o. b. in tanks here; in barrels, 28 cents, and 34½ to 35 cents for refined oil at wholesale and for shipment; oilcake, \$23.75 to \$24 per ton f. o. b.; linters—A, 4½ to 5 cents per pound; B, 4 to 4½ cents; C, nominal; hulls delivered at 20 cents per 100 pounds, according to the location of the mills.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

\$200,000 Mill and Bleachery.

Another important textile industry is about to be added to the many already located and in successful operation in the South. This latest announced large plant will be located at Jacksonville, Ala., and will consist of a 10,000-spindle cotton factory and a large bleachery. The Ide Cotton Mills has been organized and incorporated to carry out the project, and the following directors have been elected: Messrs. George P. Ide, J. F. Crow, F. A. Weems, H. L. Stevens and Gen. J. W. Burke of Jacksonville; A. P. Sanford of Boston, Mass., and J. E. Henry of Lincoln, N. H. Mr. Ide has been chosen president-treasurer, and Mr. Sanford, vice-president-general manager. The company has purchased a site of 100 acres, including the Germania Springs, which will furnish about 5,000,000 gallons of water each twenty-four hours. This water has been analyzed by Prof. C. F. Chandler of New York and pronounced free from all elements that would be injurious to cloth or yarn, and therefore is of the finest quality for bleaching and coloring. Messrs. John Lorimer's Sons of Philadelphia, Pa., submitted the water to dyeing tests and pronounced it of excellent quality. The 10,000-spindle mill will be capitalized at \$200,000, and after it is completed the company will arrange for the erection of a large bleachery to utilize the Germania Springs water. The mill will produce special lines of bleached and colored yarns, which will be marketed by Mr. Sanford, the manager, who is also manager of the New England Cotton Yarn Exchange and interested in other textile mills in the South.

Two \$25,000 Knitting Mills.

Two textile industries will be added to the quota of manufacturing enterprises now located in Chattanooga, Tenn. One is the Chickamunga Knitting Mills, with capital stock of \$25,000, to build and equip a plant for the production of ladies' ribbed underwear, the daily capacity to be from 200 to 300 dozen garments. The building will be a one-story brick, 50x100 feet. Full equipment of machinery has been purchased, and fifty to seventy-five hands will be employed. The company just incorporated during the week, its incorporators being Messrs. B. A. Stockard, E. B. Thomasson, W. E. Birchmore, J. H. McReynolds and J. A. Patten.

The other industry is the Ocoee Knitting Mills, which were reported last week as incorporating with capital of \$25,000. A. B. Andrews will be manager of this plant. The company will contract for erection of building and the installation of machinery for a daily capacity of 300 dozen pairs of hose daily. The operatives will number 100.

\$100,000 Mill Near Raleigh, N. C.

It is announced that definite arrangements have been completed for the equipment of the Neuse River Mills of Raleigh, N. C. This company was reported last September as incorporated to develop water-power at the Falls of Neuse and utilize the energy for manufacturing cotton goods. It is now stated that the company has erected a granite building and is about to install 5000 ring spindles and 150 looms for the production of brown sheetings. The capital to be invested at the start is \$100,000, and privilege is re-

tained of increasing to \$500,000. Messrs. C. G. Latta, W. W. Vass, R. H. Battle, J. A. Jones, Jos. G. Brown, E. H. Lee and Van B. Moore are the incorporators. Their property at the Falls includes 121 acres of land. The mill is to be completed by October 1.

The Cotton Duck Mills.

The directors of the Mount Vernon-Woodberry Cotton Duck Co. of Baltimore, Md., held their semi-annual meeting during the week. The management showed that the net profits for the six months ending June 30 amounted to \$759,379.84. This is an increase of \$165,677.39 over the corresponding period of last year, when the mills, now united, were operating as individual properties. Of the net profits, \$150,000 was set aside to pay the interest on the income bonds; out of the remainder was declared a semi-annual dividend of 2 per cent., payable September 10, and \$224,000 is carried to surplus account. This dividend puts the company's stock on a 4 per cent. basis. The mills at Columbia, S. C., and Tallahassee, Ala., have been greatly improved since the combination took them in charge, nearly \$500,000 having been expended for new machinery and other betterments.

Mill Completed at Carrollton, Ga.

The Mandeville Cotton Mills of Carrollton, Ga., in course of construction for some months past, has been completed and the machinery has been put in operation. The equipment is 6000 spindles and 200 looms, and the plant represents an investment of about \$125,000. The company will produce print sheeting cloth of a superior grade, the daily output to be from 8000 to 9000 yards; also will produce a large quantity of cotton yarns. About eight bales of cotton will be consumed daily. The plant is modeled after the latest plans for textile mills, and is equipped with every convenience for facilitating operations. A 300-horse-power engine furnishes the power. L. C. Mandeville is president.

An Extensive Project.

Messrs. R. R. Haynes, Dr. T. B. Love-lace and Col. Frank X. Cox were reported last January as having purchased 600 acres of land and two water-powers near Henrietta, N. C., for cotton-manufacturing purposes. It was also stated that they intended to develop the water-power and erect a 40,000-spindle cotton mill, but the reports were not confirmed at the time. It is now stated that Mr. Haynes has contracted with Lashaw & Lashaw of Spartanburg, S. C., for the development of the water-powers, and will organize a company, with himself as president and treasurer, to build the cotton mill previously announced.

The Baldwin (Ga.) Cotton Mills.

The Baldwin Cotton Mills of Baldwin, Ga., is a company that was reported last March as organized, with capital stock of \$60,000, to build a cotton factory. The company has since elected W. A. Sharr, president; P. F. McFurr (of Homer, Ga.), vice-president, and W. D. Lewis, secretary, and decided upon the erection of a 3000-spindle plant. Negotiations are now in progress for the machinery, and contracts will be placed within sixty days. Contract for erecting the mill building and operatives' cottages will also be placed shortly. A site of ten acres has been donated for the enterprise.

Preparing to Develop.

The Rhodhiss Manufacturing Co. of Lenoir, N. C., has engaged Fingal C. Black of Charlotte, N. C., to make the

surveys and plans for the development of the water-power at Double Shoals. The company organized to develop this power and erect a cotton mill of 10,000 spindles and 250 looms, as was announced several weeks ago. Mr. Black expects to have the plans ready so that contracts may be called for and be awarded by September 10. Contracts for dam and mill foundations will be placed first. George B. Hiss of Charlotte, N. C., is president of the company, which is capitalized at \$300,000.

The Orr Cotton Mills.

Another one of the South's new cotton factories has been completed and commenced operations. It is the Orr Cotton Mills of Anderson, S. C., a plant of 23,000 spindles, 700 looms, 88 cards and other complementary machinery for the production of sheetings and drills. The daily production will be 42,000 yards. The goods will be divided into three and three-and-one-quarter-yard sheeting and 2.50 and 2.65 yards to the pound drills. The main building is a four-story structure, 128x270 feet in dimension, containing the textile machinery. A 16-inch suction pipe connects to the warehouse, 150 feet distant, and transmits the lint to the machines. The power is obtained from a 1000-kilowatt synchronous motor, which is turned by electricity generated at the Anderson Water, Light & Power Co.'s water-power development ten miles away. Manila ropes give the transmission in the mill. The enterprise was incorporated just a year ago, and is capitalized at \$400,000. James L. Orr is president.

To Double Plant.

The Blue Springs Mills of Oxford, Ala., will double its plant. Additional capital to the amount of \$50,000 will be issued, making the capital \$100,000, to provide the funds for the enlargement. The company is now arranging for the erection of the necessary building. The present equipment is 2496 spindles and 80 looms, and the product is converters' goods and yarns.

Textile Notes.

R. W. McMillan of Tabernacle, S. C., intends to establish a knitting mill, and wants estimates on cost of equipment.

It is rumored that the Southern Bating Co. of Columbus, Ga., will be re-organized and its incomplete building finished for equipment as a yarn mill.

The Annis Cotton Mills Co. of McMinnville, Tenn., has contracted for another water-wheel to assist in supplying its plant with power. This new wheel is a 45-inch turbine.

Manufacturers of textile goods are offered inducements to locate factories at East Radford, Va. G. A. Sullivan can be addressed for information concerning the town's advantages.

Messrs. Mottu, DeWitt & Co. of Norfolk, Va., are corresponding with J. S. Wynne of Raleigh, N. C., relative to the organization of a \$100,000 company to build silk mill in Raleigh.

W. T. Billue of Talladega, Ala., contemplates erecting a knitting mill for hosiery production, and asks manufacturers of the required machinery to send him information and estimates.

The Lafayette Knitting Mills of Fayetteville, N. C., has installed additional machinery, increasing its output 50 per cent. and making it 150 dozen garments daily. The company also intends to put in an electric-lighting plant.

Hargrove Cotton Mills of Shreveport, La., invites bids up to September 1 for the erection of the building required for its 5000 spindles proposed. Plans and specifications are now on file. Bidders

should address Miss Rosa Kelley, secretary.

It is proposed at San Antonio, Texas, to organize a co-operative company for the establishment of a combined cotton and woolen mill. Messrs. Theodore Harris, R. P. Ingram, C. H. Bertrand, Walton Petet and others are interested. W. T. Burroughs is chairman of committee promoting the enterprise.

The Mr. Woodin mentioned lately as interested in a projected knitting mill at Waycross, Ga., is of George Woodin & Son of the Adirondack Knitting Mills at Newport, N. Y. The proposition to Waycross citizens is now being considered, and doubtless a stock company will be formed to locate the contemplated factory.

The erection of a cotton factory is projected in a Southwest Missouri town. The sum of \$50,000 has been subscribed, and it is desired to have experienced parties take the same amount and manage the mill, but the directors to be of the Missouri town. G. Jaeger of Rich Hill, Mo., can be addressed for information. Mr. Jaeger also asks makers of textile machinery to send him catalogues.

The Roxboro (N. C.) Cotton Mills has purchased the factory of the Noel Bros. Pants Co. and will enlarge it to an equipment of 150 machines. It is proposed to put in additional power, and either steam engine, gasoline engine or electrical motor will be installed. Manufacturers of such power machinery as mentioned are invited to send information and estimates. The Roxboro Cotton Mills is one of the new plants of the past year; its spindles number 5000. Presumably the mill is to make cotton cloth and manufacture same into pants.

QUOTATIONS OF COTTON YARNS.

By Buckingham & Paulson, New York, Philadelphia and Chicago, August 21.

No. 10s-1 and 12s-1 warps.....	13 1/2 @ 14
No. 14s-1 warps.....	14 1/2 @ 15
No. 16s-1 warps.....	15 1/2 @ 16 1/2
No. 20s-1 warps.....	16 1/2 @ 17
No. 22s-1 warps.....	16 1/2 @ 17
No. 26s-1 warps.....	17 1/2 @ 18
No. 6 to 10s bunch yarn.....	13 1/2 @ 13 1/2
No. 12s-1.....	14 @ 14
No. 14s-1.....	14 1/2 @ 15
No. 16s-1.....	15 1/2 @ 16
No. 20s-1.....	16 @ 16 1/2
No. 22s-1.....	16 1/2 @ 17
No. 26s-1.....	17 1/2 @ 18
No. 8s-2 ply soft yarn.....	13 1/2 @ 14
No. 10s-2 ply soft yarn.....	14 1/2 @ 15
No. 8s-2 ply hard.....	13 1/2 @ 14
No. 10s-2 ply hard.....	14 1/2 @ 15
No. 12s-2 ply hard.....	14 1/2 @ 15
No. 14s-2 ply.....	15 1/2 @ 16
No. 20s-2 ply.....	16 1/2 @ 17
No. 24s-2 ply.....	17 1/2 @ 18
No. 26s-2 ply.....	18 @ 18 1/2
No. 30s-2 ply yarn.....	19 @ 19 1/2
No. 40s-2 ply.....	20 @ 20 1/2
No. 8s-3, 4 and 5 ply.....	13 1/2 @ 14
No. 20s-2 ply chain warps.....	17 @ 17 1/2
No. 24s-2 ply chain warps.....	18 1/2 @ 19
No. 26s-2 ply chain warps.....	19 1/2 @ 20
No. 16s-3 ply hard twist.....	15 1/2 @ 16
No. 20s-3 ply hard twist.....	16 1/2 @ 17
No. 26s-3 ply hard twist.....	18 @ 18 1/2

Market very dull; prices nominal.

Mr. P. Avramoff of Roustchouk, Bulgaria, writes to the Manufacturers' Record that there is a large consumption in his country of wire nails and petroleum, and he wishes to get offers from American dealers in them, and he desires to push American manufactures in the Balkan States.

It is announced by the Times-Democrat of New Orleans that the first tow of steel barges for carrying grain from St. Louis to New Orleans for shipment abroad will arrive at New Orleans in September.

The Investors' Bond & Security Co. has been formed at Baltimore by Edward S. Knight and others. It is intended to deal in patents.

Alfred Lowenthal of Stettin wishes to get into communication with an American firm dealing in asbestos or other fire-proof covering.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., August 22.

The past week has developed few features in the local lumber market to indicate an immediate revival in trade. Heavy receipts of North Carolina pine have depressed values of box lumber, which will likely be only temporary. Other grades of air-dried lumber are about steady, and as yardmen and other dealers from out of town are short in stocks, a good demand will shortly prevail. Kiln-dried North Carolina pine is the subject already of numerous inquiries, and manufacturers look for considerable business during September, which will in all probability inaugurate the autumn trade proper. The foreign demand for North Carolina pine is more pronounced, and some good orders have been filed during the present month. With regard to stocks in Great Britain the London Timber Trades Journal of August 11 says: "Stocks of hardwoods in importers' hands are generally very limited, and not more than equal to the prospective steady demand. The dock stock of yellow pine is very low, but this may be accounted for because the wintering goods have not yet arrived. They are not expected before September, and will be a comparatively small stock when they do come. Prices under the circumstances are very firm. First quality regulars are today fetching in the market £30, seconds being worth £23 to £24, thirds £14 to £15 and fourths £11 to £12. These prices are being realized by city merchants." The hardwood trade in the local market during the week has been quiet, with values firmer, in anticipation of a more active demand in the near future, as stocks at milling points in Tennessee and Virginia are not excessive.

Charleston.

[From our own Correspondent.]
Charleston, S. C., August 20.

The movement of lumber and other wood products from this port, while not of as great volume as several months ago, is keeping up better than expected at this period of the season. There is a steady demand for desirable grades of lumber, and prices are about steady at a slight decline. At Georgetown the mills are running regularly, and are in receipt of some good orders for both pine and cypress lumber. During the past week shipments from Charleston have been heavier than usual, the following cargoes being reported: Schooner James Davidson for New London with 403,000 feet of lumber; schooner John H. May for Bridgeport, Conn., with 315,000 feet, and for New York bark Charles Loring with 392,000 feet; schooners George R. Congdon with 324,000 feet, Clara S. Bergen with 315,000 feet and steamship Comanche with 27,152 feet, or a total of 1,776,000 feet. The total shipments for the season amount to 56,532,562 feet, of which 2,070,000 feet were foreign and 54,462,562 feet were domestic, against 35,782,902 feet last year. The offering of desirable tonnage is moderate, and rates of freight on lumber cargoes are generally firm for handy-sized vessels.

Norfolk.

[From our own Correspondent.]
Norfolk, Va., August 20.

The week under review has been rather quiet, while the demand for lumber from Northern and Eastern centers is not so

pronounced, the extreme heat prevailing having a tendency to retard operations. The general market, however, at all milling sections in Eastern Carolina and Virginia is quite steady, with prices fairly well maintained at list figures. Numerous inquiries are being received, and manufacturers look for an early fall trade of considerable volume. Both from domestic and foreign sources the demand for North Carolina pine is becoming more pronounced, and its popularity among commercial woods is fully established. Nos. 1 and 2 and all lumber suitable for export is becoming scarcer, and for the lower grades there is also considerable inquiry. Stocks are by no means excessive, and are generally about ample for the demand. Planing mills are all busy here, and there is a good demand for dressed lumber, which is firm. There is a fair foreign export trade, and shipments from this port and Newport News have been better during the present month. The offering of vessels of desirable tonnage is moderate, and rates for handy-sized vessels are \$2.15 to \$2.40 to New York and Sound ports, and \$3 to Boston.

Savannah.

[From our own Correspondent.]
Savannah, Ga., August 20.

The lumber industry in Southern Georgia, while not as active as might be desired, still gives evidence of considerable business at the Georgia ports. During the past week shipments have been better than usual, and with prices considerably lower than ninety days ago, there has been a better demand from the usual sources. At interior points business is reported quiet, the local demand being the principal supporting factor. At many milling points the smaller mills have in some cases temporarily suspended operations, but in the early fall will likely resume operations. The monthly meeting of the Georgia Saw-Mill Association will be held at Tybee on the 28th inst., and promises to be well attended. At Brunswick the movement continues about the same as last reported. The demand from railroads and carbuilders is much lighter than usual, and special bills are not so numerous. The crosscut business is flourishing; much new territory is being opened up, and the shipment of ties from Brunswick is now quite active. The record of shipments from Darien for the past twelve months is very satisfactory, and better than for many years, the timber business having been of a most prosperous character. The recent strike of the longshoremen did not seriously injure trade, and during its duration of nine weeks about 22,000,000 feet of timber, valued at \$308,000, was shipped from Darien. During the past week Darien shipped 5,000,000 feet of lumber, valued at \$64,000, to American and foreign ports. From Savannah last week the shipments were larger than usual, the following clearances being reported: Schooner C. C. Wehrum with 291,189 feet of lumber and schooner George Toulane, Jr., with 365,947 feet, both for New York; schooner Thomas F. Pollard for Philadelphia with 545,340 crosscut; schooner Samuel B. Hubbard for Elizabethport, N. J., with 325,048 feet of lumber, and schooner Isaac N. Kerlin for Sharptown, Md., with 325,089 feet. The steamers leaving port for New York, Baltimore and Philadelphia took our nearly 1,500,000 feet of lumber. Among the charters reported are the following: Schooner T. W. Dunn, 635 tons, from Savannah to New York at \$5.50; British bark Veronica, 1093 tons, from Savannah to Rio Janeiro at \$15.50, September, and schooner Oscar C. Schmidt, 487 tons, from Savannah to Philadelphia at \$4.75.

Mobile.

[From our own Correspondent.]
Mobile, Ala., August 20.

The past week has been one of considerable activity in both timber and lumber, and shipments have been quite liberal. The lumber market continues to show more favorable features, the demand being good, and prices continue to show more strength. At all milling sections adjacent to this port manufacturers have orders sufficient to keep their plants fully employed, and the outlook is said to be very favorable for an early autumn trade. In timber also there is a free movement, especially in sawn timber, which is firm at 15 cents per cubic foot, 40-foot basis. Hewn timber is steady, with a light supply, at 15 cents per cubic foot. Hewn oak timber is quoted 15 to 18 cents per cubic foot, and hewn poplar is in demand at 12 to 13 cents per cubic foot. During the past week the shipments of lumber amounted to 4,593,083 feet, and for the season 147,709,289 feet. In sawn timber 338,049 cubic feet left this port last week for Great Britain and continental ports. Exports of other woods during the season in cubic feet were: Oak 212,665, cottonwood 58,958, walnut 550, poplar 33,354, various 59,312. Pine saw logs are in good demand at \$5 to \$10 per 1000 superficial feet, according to average and quality. Rates of freight are steady, with a moderate offering of handy-sized vessels. The only charter reported is the Spanish steamer Minerva from Pensacola to the United Kingdom or Continent with timber, basis 20/6 net form, September-October.

Lumber Notes.

The shipments of lumber from the port of Pensacola, Fla., last week aggregated 8,837,892 feet.

The Atlantic Lumber Co., Ai, Tenn., wants to correspond with exporters of furniture having trade with the West Indies.

Snodgrass & Field of Chattanooga, Tenn., began last week the erection of a new slab and sawdust burner adjoining their extensive saw-mill plant in that city.

The receipts of lumber at the port of New Orleans for the week ending August 17 amounted to 2,218,000 feet, and for the season 4,999,000 feet, against 5,457,270 feet last year.

The Texarkana Handle Factory of Texarkana, Ark., has been sold to M. Reeves for \$4000. Mr. Reeves will enlarge it to a \$25,000 plant. This factory has been shipping part of its output to Germany.

The Russe, Burgess & Graydon Company made its first shipment of lumber from Jonesville, La., last week, consisting of red gum, ash, oak and poplar, amounting to 500,000 feet, consigned to Paris, France.

The ship Maribout, which cleared from Sabine Pass, Texas, on the 8th inst., sailed on the 10th for Plymouth, England, with 1,161,976 feet of pitch-pine lumber and deals, valued at \$13,975, shipped by C. Flanagan & Son.

The shipments of lumber from the port of Mobile for the week ending the 17th inst. aggregated 4,593,083 feet for continental and Cuban ports. The shipments of sawn timber for the week were 338,049 cubic feet, and of hewn timber 5000 cubic feet.

Vicksburg is to have a box and furniture factory established by local capital. For the present the output will be confined to cheap grades of bedsteads, kitchen safes and box shooks. The factory will have an initial capacity of 500 bedsteads weekly.

The Gay Manufacturing Co. of Suff-

olk, Va., broke ground in that city on the 17th for the purpose of rebuilding dry-kilns to replace those burned in June last. The new kilns will be used by the Suffolk Saw-Mill Co., the lessee of the Gay Company's plant.

A project is on foot by several capitalists of Hagerstown, Md., to establish a furniture plant for the exclusive manufacture of bedroom suits. Already \$9000 has been subscribed, and it is expected that sufficient stock in the enterprise will soon be subscribed to put the enterprise on a solid basis.

Among the clearances from Jacksonville, Fla., last week were the following steamers: Westover for Philadelphia with 300,000 feet of yellow-pine lumber; Carib for Boston with 200,000 feet of yellow-pine lumber and 4000 crosscut, with other cargo, and Algonquin for New York with 267,000 feet of yellow-pine lumber, 5725 crosscut and other cargo.

A stock company with a capital of \$25,000 was chartered last week at York, Pa., for the manufacture of furniture. The company will erect a brick building 100x40 feet, and the machinery and appliances to operate the factory will be of the most modern type. Messrs. George Shaffer, Michael Engle, Peter M. Becker and Jos. Radeliff of York are the incorporators of the company.

A new planing mill with a capacity of \$300,000 worth of manufactured product per year will start active operations this week in Jackson, Miss., giving employment to about 150 hands. The lumber business of Jackson for the year ending August 1 is estimated at \$400,000, and local lumbermen estimate that the business for the ensuing year will be increased fully 50 per cent.

The Gulf Timber Co., of which W. G. Leggett is president, has made arrangements with the Velasco Box Factory of Velasco, Texas, to put in an ash oar factory. The machinery for this plant is being shipped from Clarendon, Ark., and the work of placing it will be commenced at once. The company has a stock of 75,000 feet of ash logs on hand with which to commence operations.

A stock company with a capital of \$15,000 for the purpose of manufacturing chairs has been organized at High Point, N. C. The factory will be known as the Tomlinson Manufacturing Co., and is composed of the following stockholders: Julian S. Carr, S. F. Tomlinson, W. T. Parker of Durham; S. H. Tomlinson of High Point and Prof. C. F. Tomlinson of Winston. The plans of the building are in the hands of a contractor.

It is stated that the F. E. Creelman Lumber Co. of Cairo, Ill., is enjoying an extensive lumber trade with Germany, having recently made some extensive contracts with the Georg Lumber Co. of Driesburg, Germany. The Creelman Company has arranged for the immediate delivery of fifty carloads of cottonwood lumber a month from its mills at Grand Lake, Ark., which will be brought down the river and shipped at Port Chalmette for export. The Creelman Lumber Co. has five or six mills in the Mississippi valley stretching from Cairo to New Orleans.

The 1900-1901 rice-milling season in Louisiana was opened last week. The Marks Rice Mill Co. of Crowley, La., received its first consignment of rice and started its 1200-barrel mill on the crop.

The output in the Joplin (Mo.) district during the week ended August 18 was 7,445,160 pounds of zinc ore and 1,258,360 pounds of lead ore, valued in all at \$131,292.

PHOSPHATES.

Florida Phosphate News.

[Special Cor. Manufacturers' Record.]
Ocala, Fla., August 18.

The business in the hard-rock section of Florida phosphates is probably duller than it has been at any time since the fall in price of rock. At a conservative estimate two-thirds of the plants are closed down, and in the main the reason of their idleness is the unsatisfactory state of the market. The dealers or miners, as a rule, think that conditions will improve by or before the first of the year. Those mines that are being operated are mostly those of the wealthy and more extensive operators, who, by virtue of bigger bank accounts and through the advantage of better contracts for the sale of their rock, are enabled to keep at least part of their plants in operation. A number of the smaller miners will try to resume work with the first of the fall. There is a large quantity of rock stored above ground awaiting shipment, which will follow the first advance in price. All except the Perrin mines are closed in the Fort White district. J. Buttgenbach & Co. are doing the principal mining in Citrus county, and Ford & Hiller and the Dunnellon Phosphate Co. in Marion county, though Ford & Hiller are not running more than half of their plants. The Duttons and Camp Bros. in Alachua county are operating part of their mines, and these, with the scattered miners, are the principal plants that are being worked at this writing.

Conditions are better in the pebble section of South Florida, and the majority of the plants are in commission, and shipments are fairly good from that section.

The Southern Phosphate Co.'s mines at Standard, Capt. J. B. Wilcox, manager, will be opened again about the first.

E. C. Dorsey of Ocala, who has some phosphate lands near Dunnellon, has recently prospected them and found them to contain valuable deposits, and has leased the lands to be mined on royalty.

The Societe de la Floride is building a plant at Luraville in Suwannee county, and will have same finished about the 15th of September. C. A. Payne of Ocala is its consulting engineer.

Paul Hirzel, secretary and treasurer of the Central Phosphate Co. of Mt. Pleasant, Tenn., and Ocala, Fla., has returned to Paris, after a stay of a year in this country, getting the company into good shape. Mr. J. De Beer of Paris has recently arrived and relieved Mr. Hirzel.

It is said that the Hassard system of mines at Juliet, six in number, which comprise one of the most valuable properties in the State, will be put in commission in the fall. All efforts heretofore to straighten up the affairs of these mines and open them have proven futile.

C. C. Todd of Ocala is busily mining the valuable little plant at Sawgrass pond, in Levy county, which he purchased some time ago.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., August 22.

The local phosphate market has ruled quiet during the past week, and fertilizer manufacturers are not buying in large lots. Prices for Tennessee rock are about steady, with a moderate inquiry. Florida and South Carolina rock are in demand, but sales for the week have been light. Reports from the Florida phosphate territory are unchanged, many of the smaller miners not working their plants, and in the hard-rock section considerable stock has accumulated, all of which is being held for better prices. In the pebble section considerable activity is apparent, and heavy shipments have been made during

this month from Tampa. In the Tennessee field the domestic demand for rock is improving, and the foreign inquiry is better. Great Britain and continental ports are ready to buy as soon as ocean freights are available, present indications for which are better than for some time past. The market in South Carolina is steady, with domestic shipments fair and the foreign demand improving. Considerable activity prevails among river miners, and stocks are ample for the demand.

In the leading ammoniates the market during the past week has been quiet, manufacturers purchasing sparingly. In the West holders are very firm in their views, and until these are modified orders will likely be withheld. Eastern and Southern demand is light. Nitrate of soda rules steady for spot and a shade firmer for futures. Sulphate of ammonia and other material is steady without change.

The following table represents the prices current at this date:

Fertilizer Ingredients.

Sulphate of ammonia (gas)...	\$2 85	@ 2 87½
Nitrate of soda, spot Balto....	—	@ 2 05
N. York.....	—	@ 1 80
Blood	2 27½	@ 2 30
Azotine (beef).....	2 20	@ 2 25
Azotine (pork).....	2 20	@ 2 25
Tankage (concentrated).....	1 97½	@ 2 00
Tankage (9 and 20).....	2 15 & 10¢	2 20 & 10
Tankage (7 and 30).....	19 00	@ 19 50
Fish (dry).....	23 00	@ 24 00

Phosphate and Fertilizer Notes.

The schooner S. B. Marts sailed from Charleston, S. C., last week for Norfolk with 800 tons of phosphate rock.

The shipments of Tennessee phosphate rock from the port of Pensacola, Fla., for the past week amounted to 3200 tons, all to European ports.

The Bradley phosphate plant at Fort Ogden, Fla., is shipping regularly to domestic and foreign ports. The company has now ten pumping dredges at work.

Fire on the 18th inst. partially destroyed the acid factory of the Alexandria Fertilizer & Chemical Co. of Alexandria, Va., which is controlled by the American Fertilizer & Chemical Co. of New York. The damage is estimated at \$10,000, and the loss fully covered by insurance.

The whaleback steamer City of Everett sailed on the 16th inst. from Port Tampa for Cartaret, N. J., with 3498 tons of pebble phosphate from the Palmetto Phosphate Co. The steamships Guildhall and Widdrington were at quarantine at Port Tampa on the 18th inst., expecting to commence loading phosphate cargoes on the 20th inst.

It is stated that the Virginia-Carolina Chemical Co., with headquarters in Richmond, Va., is preparing to develop on an extensive scale sulphur mines in Mexico. The company owns about 200,000 acres of land in that republic, on which are located very rich sulphur deposits. The development and operation of these mines will likely result in the establishment of a line of vessels from Tampico to Richmond or Norfolk, Va.

Direct Line to Russia.

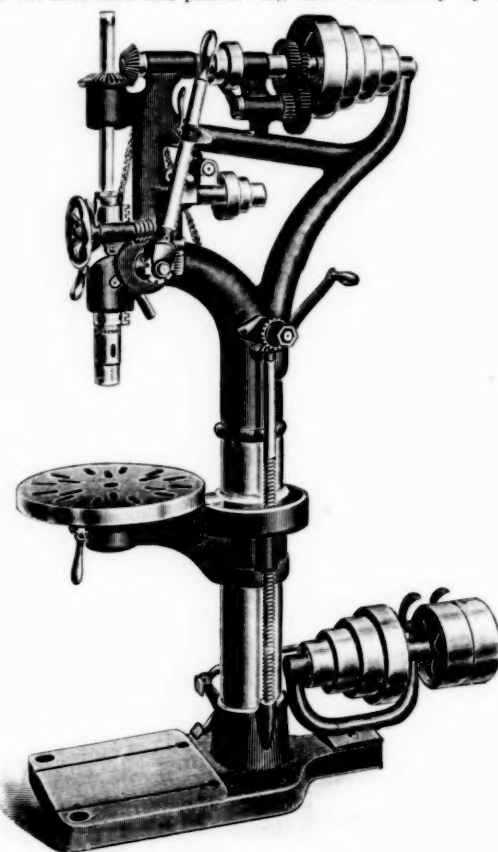
It is announced that arrangements have been made for a direct line of steamships between the ports of New York and Newport News and Russia. As readers of the Manufacturers' Record are well aware, the market for American machinery, cotton goods, breadstuffs and other products has largely increased in Russia within recent years. The question of obtaining return freight for this line is now being considered.

Vice-President J. T. Harahan of the Illinois Central Railroad Co. is now abroad, and it is understood is making arrangements to obtain a better foreign steamship service in connection with the Illinois Central than at present exists.

MECHANICAL.

Hoefer 20-Inch Drill.

This drill is a very substantial and well-built tool for general shop work. The spindle is made of the best machinery steel and is counterbalanced and fed by means of a cut-steel rack and pinion.



HOEFER 20-INCH DRILL.

The spindle is equipped with ball bearings, which are encased in a bronze metal retainer specially made for that purpose, which keeps the balls from running together. The balls run between two hardened steel collars, thus reducing the friction to a minimum and giving greater power when the larger drills are used. The drift hole is put in the head of the spindle instead of through the sleeve and bearing, so that when drifts are driven the bearing is not battered, as it is when drift holes are put through the sleeve and spindle.

The raising device of the table is perfect. It is provided with a one-inch screw, which has a nut on, on which the table rests on both sides of the screw, thus preventing tilting or cramping the screw when the table is raised. This is a very valuable feature and claimed not found in other drills. The feed lever automatically disengages from the ratchet when thrown back.

The spindle is driven by cut gears and supplied with a quick return lever.

The table can be swung out of the way of the spindle when work is to be done on the base. The table and also the arm can be clamped firmly on the column in any position desired.

The standard or column is set into a socket on the base and firmly clamped instead of screwed on, making it very rigid.

The square base is accurately planed and provided with T slots; round base also can be furnished.

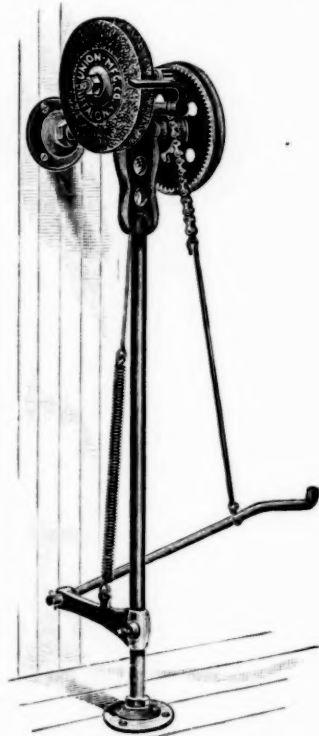
This 20-inch drill is built in seven different styles, fitted as follows:

With lever feed; with wheel and lever feed; with wheel, lever, power feed and automatic stop; with lever and back-gear; with wheel, lever and back-gear; with wheel, lever, power feed, automatic stop and back-gear (as illustrated), and with reversing countershaft.

For further particulars address the maker, the Hoefer Manufacturing Co. of Freeport, Ill.

Union Knife and Tool Grinder.

There is a large and ever-increasing demand for certain specialties, which is being met successfully by our American



UNION KNIFE AND TOOL GRINDER.

illustrate a type of grinder, the Union knife and tool grinder, which has been shipped to all parts of the world and found satisfied users everywhere. This grinder is all fine cut gear driven; there are no small belts to slip and break; it

has steel shaft; it has new positive ball clutch; it has no spring; its cone bearings are large and well fitting, and every machine is warranted. With this foot-power machine, it is claimed, 2000 revolutions can be attained with ease.

The Union Manufacturing Co. of 247 Grant street, Buffalo, N. Y., is the sole manufacturer of the grinder referred to, and will furnish further particulars and prices to interested parties, as well as catalogue of its other hardware specialties, gas engines, etc.

Literary Notes.

Cassier's Magazine of illustrated engineering has in its list of September articles five which are particularly noteworthy contributions to engineering literature. One of these is devoted to "American Ore Dock Machinery," by Arthur C. Johnston, in which a comprehensive account is given of the remarkable equipments for handling bulk cargoes of coal and iron which have been developed on the great American lakes. The article is profusely illustrated, and affords an admirable idea of one feature of American commercial methods, namely, the building of special tools for special work. Another article, entitled "Electricity in Large Cities," has been contributed by W. S. Barstow. Mr. Barstow is the general manager of one of the largest electric illuminating companies in the world, and has long been recognized as an authority in all matters pertaining to the transmission and distribution of electric current. It is needless, therefore, to specially emphasize the value of what he has presented in this article. "Sugar Engineering in Cuba" is discussed by E. Sherman Gould. In this article a general account is given of the various operations from the sugarcane in the field to the finished product, and a large number of interesting photographic reproductions accompany the text. Mr. Gould has spent a great many years in Cuba, and is thoroughly conversant with his subject. "Tis coal, not love, that makes the modern world go round." So says Mr. Benjamin Taylor in an article entitled "The World's Coal," in which the facts and features of the problem of present and future supplies are ably presented. The coal famine which has been practically experienced on the European Continent for some time past makes Mr. Taylor's article particularly valuable at the present time, and the facts which he presents and the deductions which he makes cannot fail to impress the reader in an interesting manner.

Frank Leslie's Popular Monthly for September illustrates the possibilities of a magazine which aims to keep in touch with the serious interests of the more intelligent men and women of today, as well as to amuse every reader by cleverness and variety. The leading article is a personal record of almost unparalleled adventure, written by W. Walton, chief quartermaster of our navy, who shared with Lieutenant Gillmore a captivity of more than eight months among the Filipinos. Thrilling as a story, the narrative gives one a new insight into the character of the Filipino people. The much-talked-of Wu Ting Fang, Chinese minister at Washington, contributes an intelligent paper upon his own people, and this is reinforced by an article telling just the facts about the Boxers which few people know and everybody wants to know. In fiction, too, the number is strong, and its variety is shown by the contrast between an entertaining story of Francis Gribble's "The Princess Who Was Treated Badly" and the "Mission of Corporal Thompson," a story of genuine human feeling. A second instalment of Capt. Robert E. Lee's personal recollections of his illustrious

father, an interesting chapter in an interesting serial, poems and a store of capital illustrations complete the number.

TRADE NOTES.

Wants to Invest.—J. D. Ozier of Corinth, Miss., wants to correspond with some manufacturer of machinery of a paying business with a view of investing in same not to exceed \$5000.

Woolen Mill for Sale.—A woolen mill located in the sheep-raising district of Southwest Virginia is offered for sale. The Radford Trust Co. of Radford, Va., can be addressed for particulars.

Knitting Machines Ordered.—The new Chickamauga Knitting Mills of Chattanooga, Tenn., has awarded contract to the McMichael & Wildman Co. of Norristown, Pa., to supply equipment of machinery for knitting ladies' ribbed underwear.

A New Fire-Escape.—W. L. G. Appleby of Germantown, Md., has devised a fire-escape for which he claims remarkable efficiency. The new apparatus will probably be manufactured and marketed as soon as proper arrangements to that end can be effected.

Lumber-Yards for Sale.—The conduct of a retail lumber business offers opportunities for profitable operation. An established yard in a growing city of 30,000 inhabitants, now averaging monthly sales of \$7000, is offered for sale by P. H. Stokes of Springfield, Mo. Write him for particulars.

Sprague Electric.—The Dunmore (Pa.) Steel and Iron Co. recently decided to equip its plant with electricity, and placed an order with the Sprague Electric Co. of New York for two split-pole generators and fifty motors. The generators are 62½ and 100 kilowatts, and the motors range from three to twenty horse-power.

Water-Wheel for Cotton Factory.—The Anniston Cotton Mills Co. of McMinnville, Tenn., has placed an order with the Davis Foundry and Machine Works of Rome, Ga., for a 45-inch special turbine water-wheel. This is the fifth wheel the Davis Company has sold this cotton mill within the past ten years. The five wheels are all in successful operation at present.

Popular Arc Lamp.—The popularity of the arc lamps made by the Safford Arc Lamp Manufacturing Co. is growing rapidly. The company's factory is at Buffalo, N. Y. A number of users of the Safford lamp have lately written the manufacturer highly recommending it. Present and prospective consumers who intend to use arc lamps should investigate the Safford Company's product.

Business Opportunities.—Among the progressive and growing cities of the South is Lynchburg, Va. This city is developing rapidly as a manufacturing and jobbing center, and there are numerous business openings for parties with some means. The Lynchburg Industrial Association will correspond with anyone who may be interested in the foregoing facts and wish to investigate.

Anti-Rust Paint.—"Zanzibar" anti-rust paint is rapidly growing in favor as an "all-round" roof and iron paint. The great amount of dryer used in some paints of this kind make them subject to cracking, blistering and peeling off. "Zanzibar" paint is not quick drying, and for that reason is claimed to be all the more durable and never to blister or crack. For all kinds of roofs, sidings and structural iron work this paint is recommended. The Garfield Oil Co., Cleveland, Ohio, is sole manufacturer. Write for booklet, "A Study in Black."

Bridge Contract.—One of the necessities of development and progress is seen in the bridges that dot the entire country. Whether for steam railways, for connection across waters, or across defiles in the open country or elsewhere, the modern bridge structure is constantly being demanded. The Groton (N. Y.) Bridge & Manufacturing Co. is constantly obtaining contracts to build bridges throughout the South, its most recent contract there being for the entire work, including masonry, on a two-span bridge in Frederick county, Maryland.

Crocker-Wheeler in Pittsburg.—The Crocker-Wheeler Company, in order to handle its increasing business in Pittsburg and vicinity, has established a suboffice in Room No. 607, Empire Building, under the management of Mr. Francis B. De Gress. Mr. De Gress has been associated with the Crocker-Wheeler Company for many years, and is an engineer of wide experience in factory

equipments, both electrical and mechanical. Users of Crocker-Wheeler apparatus around Pittsburg are to be congratulated in having so able an ally near at hand.

Repeat Orders.—Repeat orders are very gratifying to the manufacturer. They are proof positive that the article being purchased has given that satisfaction which it is the aim of every reputable manufacturer to furnish his customers. Cross oil filters are manufactured by the Burt Manufacturing Co. of Akron, Ohio, and repeat orders for this specialty are constantly coming to the company. The repeat orders for July were as large and numerous as during their best month in '99, and the increase over the midsummer months of a year ago is quite as extraordinary.

White Oak for Sale.—The continued development of the timber lands of the South gradually decreases the available supplies of timber for cutting. In Arkansas there are some virgin tracts of timber that are sure to be opened up soon. Messrs. Nimmons & Bennett of Malden, Mo., have for sale a tract of white-oak timber in Arkansas. The timber covers 12,000 acres, and it is said will cut 50,000,000 feet of oak, of which 20,000,000 feet is fine quarter-sawing trees; also said it will cut 5000 feet per acre of gum, ash, cypress, etc. The land will be available for farming purposes after timber is removed.

York Manufacturing Co.—F. W. Pillsbury, manager of the Fred. W. Wolf Co. at Chicago, recently resigned his position, and has been appointed Western manager for the York Manufacturing Co. of York, Pa. An office will be opened in Chicago and several salesmen employed to look after the trade adjacent to that city, who will work under the direction of Mr. Pillsbury. Mr. Pillsbury is too well known to the trade to make any comments as to his success in this new position. The York Manufacturing Co.'s most recent contract is to equip a 10-ton refrigerating plant in Newell's Hotel at Pittsburg.

Sprague Electric.—The Sprague Electric Co. of New York reports an unusually large and steadily-increasing business along all the lines of its manufactures. The Lundell fans have had a big sale, and the sales in the interior conduit department have exceeded all previous seasons. The company has just issued a revised edition of the bulletin describing the Greenfield flexible steel-armored conductors. It contains additional illustrations and prices. Among other orders received for motors and generators is one from the Cooke Locomotive & Machine Co. of Paterson, N. J., for a standard 300-kilowatt split-pole generator of the belted type.

A Profitable Postoffice.—One of the most profitable postoffices in the United States is that at Scranton, Pa. The volume of business is unusually large, and is steadily increasing, the figures for the first six months of the present year showing more than double the business for the same months in 1898. This is claimed to be due principally to the rapid growth of the International Correspondence Schools. Seven years ago the schools' postage was barely 5 per cent. of the total, but now one-third of Scranton's postage is said to be paid by the institution. The schools' postage has increased from an average of less than \$400 to over \$3000 a month.

Water Filtration.—As time progresses the importance of the purity of drinking water is more and more realized. It is now known that many prevalent diseases are caused by impure water. Filtration plants for purifying water supplies are constantly being constructed in this country, and the many that are built by the New York Filter Manufacturing Co. is an emphatic endorsement of that company's system. The latest contract obtained by this company is from Joseph Westcott & Son to build a plant of 3,000,000 gallons daily capacity for the East Albany Water Co. at Rensselaer, N. Y. The filter company can be addressed at its New York office, 15 Broad street, by those desirous of investigating the popular gravity and pressure filters which it constructs.

Forges for Europe.—The rapid growth of the export business of the B. F. Sturtevant Company of Boston, Mass., manufacturer of blowers, heating and drying apparatus, engines, forges, electrical equipment, etc., is well exemplified by recent foreign orders for forges. These orders aggregate 200 for Japan, 75 for Russia, 40 for Germany, 32 for Canada and 24 for Sweden, in addition to large numbers distributed through the London and continental stores. Domestic demands have likewise increased in the same line during the past few months, large forge equipments having been furnished to several

shipbuilding and locomotive shops in the United States. The manual training, trades and technical schools have also been placing some large orders with the Sturtevant Company.

Two Important Contracts.—Morse, Williams & Co., Philadelphia, Pa., one of our largest manufacturers of elevators, report two particularly large contracts for the month of August—one from the Union Passenger Station at Pittsburg, consisting of five hydraulic passenger elevators, two hydraulic passenger and freight elevators, six hydraulic freight elevators of the plunger type, all made with the latest improvements and best approved designs; another large contract from the Terminal Station, Chesapeake & Ohio Railroad, for two hydraulic passenger and two hydraulic freight elevators. The Morse-Williams Company are among our most progressive manufacturers and are well equipped for furnishing elevators suited to every purpose. They are thoroughly informed as to every improvement in their special line of manufacture and give perfect satisfaction to their many patrons.

Gas Engines and Hardware Specialties.—The demand for hardware specialties and gas engines has kept pace with the progress in other lines of manufacture, and those engaged in producing these lines are busy. The Union Manufacturing Co. of 20 Breckenridge street, Buffalo, N. Y., is one of the prominent manufacturers of hardware specialties and gas engines, and the demand for its products is constantly increasing. The satisfaction which is derived from the use of Union goods is largely responsible for the large trade which the company enjoys. The Union Manufacturing Co. has leased a new factory building in order to provide better facilities for production. In the new plant there has been installed an up-to-date equipment for the manufacture of the company's regular lines, as well as patented specialties to be made on royalty. An Eastern concern has just placed a \$24,000 contract with the Union Manufacturing Co. Buyers of tool handles, tools, foot-power presses, dies, model work, etc., are advised to correspond with this Buffalo company before placing orders.

Machinists' Hardware and Tools.—The continued activity in all lines of industrial endeavor makes an increasing demand for those articles that manufacturers and machinists find requisite for the prosecution of their work. Supplies for machinists and manufacturers take divers forms. Among these is the clamp for use on drill, planer, milling machine or shaper, and die stocks. Messrs. Charles H. Besly & Co. of 10 North Canal street, Chicago, manufacture designs of the supplies mentioned that are continually being more called for by the trade. Their parallel clamps are all steel, case-hardened, on which all surfaces are either parallel or at right angles to each other. Their Gardner die stocks cut a full thread at a single cut, and are adjusted to cut regular and one-thirty-second of an inch over size. Several "rush" orders for the Gardner grinders have been received from England lately; also the firm has shipped several complete shop equipments to the extreme Northwest. Messrs. Besly & Co. consider the business outlook for fall business as very good. Catalogue may be obtained on application.

Metal Skylights.—Owners of buildings needing roof lights are directed to investigate the Van Noorden skylights. The evolution of this light has been going on during twenty-five years, and the result is the finished mechanical product of today. A sheet of metal is struck up from the flat, in dies, by steam-power machinery, into a skylight bar, full length, without cross-seams, provided with a resting-place for the glass and a drip gutter below, so that when the framework is put together, the glass bedded in putty and a metal cap placed over, the result is a structure rigid, yet light, waterproof from outside storms, fireproof and proof against dripping from the sweat or condensed water formed on the under side of glass. This dripping from within is due to hot air from the inside striking the cold surface of the glass in winter, but in this skylight it is carried off by the gutter system above mentioned and disposed of on the roof. Skylights of this make put up twenty years ago are still in existence, as sound apparently today as the day they were finished. Owing to the large floor space in the maker's shop and the powerful and rapid machinery used, the cost of these skylights has been reduced to so low a figure that nobody can afford to use wooden ones. Complete skylight catalogue, with about every style of skylight illustrated, will be sent free to anyone requesting it. Address the E. Van Noorden Co., 944-952 Massachusetts avenue, Boston, Mass.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted." In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

ALABAMA.

Birmingham—Coke Ovens.—The Smet-Solvay Company, Syracuse, N. Y., has received contract from the Tennessee Coal, Iron & Railroad Co. for the construction of 120 additional ovens of largest size adjacent to the present plant of 120 ovens at Ensley; new plant will produce about one-third more coke than the present one.

Brewton—Naval-stores Company.—The London Naval Stores Co. has been organized, with capital of \$15,000, to manufacture naval stores; company will at once box trees on 10,000 acres of timber land for turpentine. Loveless Bros. can be addressed.

Courtland—Hoop Mill.—C. C. Morgan of Hillsboro, Ala., will build a hoop mill at Courtland.

Courtland—Saw-mill.—G. A. Benner will build a saw-mill.

Florence—Sewerage System.—Nelly & Smith of Chattanooga, Tenn., have received contract for the construction of the city's main sewer of the proposed sewerage system lately reported. Address "The Mayor."

Jacksonville—Cotton Mill and Bleachery.—The Ide Cotton Mills has been organized, as was reported last week, and will build a mill of 10,000 spindles to cost about \$200,000; site has been purchased and contracts will be let at once. A large bleachery is also to be built after the mill is completed. George P. Ide of Jacksonville is president, and A. P. Sanford of Boston, Mass., vice-president and general manager. Address the president.

Montgomery—Okra Evaporator.—John Bradford has established a small okra evaporating plant, as reported lately, and will enlarge same later on. Address 202 Sayre street.*

Oxford—Cotton Mill.—The Blue Springs Mills will increase its capital stock from \$50,000 to \$100,000 to double its capacity; present equipment 286 spindles and eighty looms.

Scottsboro—Telephone System.—H. R. Godfrey of Fort Payne, Ala., will construct telephone system from Scottsboro to Fort Payne and other cities.

Searey—Electric-light Plant.—S. E. Drinkwater of Memphis, Tenn., has received franchise for erection of electric-light plant at Searey.

Sheffield—Water-works.—The city council has authorized the sale of \$75,000 of bonds to build new water-works. Address "The Mayor."*

Talladega—Knitting Mill.—W. T. Billue, East street, contemplates establishing a hosiery mill.*

ARKANSAS.

Harrison—Lead and Zinc Mines.—The Silver Hill Lead & Zinc Mining Co. has been incorporated for the development of lead and zinc mines, as lately reported. Address A. D. Arbogast, secretary and treasurer.*

Texarkana—Handle Factory.—A Mr. Reeves has purchased the Texarkana Handle Factory and will enlarge to a \$25,000 plant; cost of present plant \$4000.

FLORIDA.

Morrison—Phosphate Mines.—The Union Phosphate Co. has recently installed some new machinery, including a centrifugal pump for pumping water from the mines.

Tampa—Bridge.—County commissioners have awarded contract to the Virginia Bridge & Iron Co. to build bridge over Alafia river at \$7864.

Tampa—Hardware Company.—The Tampa Hardware Co. has increased its capital stock from \$15,000 to \$50,000.

Tampa—Cigar Factory.—Cuesta, Rey & Co. are improving and enlarging their factory building.

Tampa—Flour Mill.—S. M. Barnett of Resaca, Ga., will build a 75-barrel flour mill at Tampa.*

GEORGIA.

Allapaha—Lumber Mills.—I. R. and F. E. Vinton of Allapaha and W. B. Seymour of Dooley county have incorporated the Vinton Lumber Co., with capital stock of \$50,000 and privilege of increasing to \$100,000, to conduct general lumber manufacturing business.

Americus—Cannery and Broom Factory.—Ed. Stallings will establish a cannery and broom factory.

Atlanta—Water-works Improvements.—The city contemplates buying new 15,000,000-gallon pumping engines, filters of 4,000,000 gallons capacity and other machinery for water-works improvements. An ordinance embodying the proposition has been referred to a committee. Address "The Mayor."

Baldwin—Cotton Mill.—The Baldwin Cotton Mills, reported last March as organized, has decided to put in 2000 spindles, and contracts for machinery and buildings will be placed within sixty days; \$50,000 will be invested. W. A. Sharck, president.

Boston—Saw-mill.—A large saw-mill will be erected on the line of a projected railroad, and it is probable that J. B. Way can give information.

Columbus—Yarn Mill.—It is reported that the partially-completed building of the Southern Batting Co. may be finished and equipped as a yarn mill.

Coker—Factory.—A company will be organized for the erection of a factory. Names of interested parties will be announced later.

Cornelia—Tannery.—G. F. Garnett and J. C. McConnell will erect new buildings and enlarge their tannery at a cost of \$20,000.

Fitzgerald—Evaporator.—Frank Anson will install an evaporator.

Griswoldville—Kaolin Mines.—The Columbia Strymle Co. has been organized to develop kaolin deposits, and has just completed the installation of a mining plant.

Holly Springs—Gold Mining.—Dr. C. C. Ends of Canton, Ga., and Chattanooga (Tenn.) parties will test gold-bearing lands near Holly Springs, with a view of developments.

Leathersville—Corn Mill.—D. J. E. Calvin has purchased corn mill and will operate in connection with his ginny.

Macon—Telephone System.—W. A. Bisbee, president of the Georgia Telephone & Telegraph Co., Savannah, Ga., has received franchise for construction of system in Macon, as reported during the week.

Macon—Furnace.—John M. Egan, president Central of Georgia Railway Co., Savannah, Ga., states that the company is not installing foundry at Macon, as was reported lately, and is only putting in a small furnace to work up its scrap, which is about completed.

Marietta—Electric-power Plant.—S. Morgan Smith of York, Pa., has optioned property at Bull Sluice, on the Chattahoochee

river, with a view of constructing a dam and building an electric-power plant to supply 5000 horse-power to furnish power for lighting and factory purposes at Marietta and Atlanta. The Chattahoochee Electric & Development Co. has, it is said, been organized to complete the project.

Marietta—Paper Mills.—It was reported recently that Jos. S. Walcott, president of the National Supply Co. of Toledo, Ohio, had purchased the paper mills of the Marietta Paper Manufacturing Co. at Marietta and would reorganize the company. The Marietta Paper Mills has now been chartered, with capital stock of \$100,000, by Mr. Walcott and Joseph Paige of Marietta.

Sandersville—Machine Shop and Ginny.—S. G. Lang will rebuild his machine shop and ginny, recently burned.*

Twiggs County—Hardwood Mills.—Horner & McCann of Clarksburg, W. Va., have purchased a body of hardwood lands in Twiggs county and will build mills for developing same, as lately reported. W. G. McNelley of Monroe, Ga., sold these lands, and is not one of the purchasers, as was reported.

Waycross—Knitting Mill.—The Mr. Woodin reported lately as interested in the establishment of a knitting mill at Waycross is of George Woodin & Son of the Adirondack Knitting Mills, Newport, N. Y.

KENTUCKY.

Louisville—Ice-factory Addition.—The Inman Ice Co. will build a \$1000 addition.

Louisville—Mills.—The Main Street Mills has been chartered, with capital stock of \$15,000, by Charles R. Nau, Fred E. Ziegler and John Bender.

Louisville—Machine Shop.—The city will establish a machine repair shop for the fire department. Complete equipment will be installed. C. A. Curtin has been appointed architect of the shops. Address "The Mayor."

Martinsburg—Flour Mill.—J. F. Cole will build small flour mill.*

Mayfield—Tobacco Factory.—R. H. Gardner, H. S. Halem, I. J. Davis, J. L. Stunson, J. A. Wright and others are interested in organization of the \$50,000 stock company, lately reported projected to establish tobacco factory.

Owensboro—Electric-light Plant.—The city will build an electric plant for municipal lighting. W. F. Stere has contract at \$486 to erect the necessary building. Address "The Mayor."

Rocky Hill—Flour and Saw Mills.—W. J. Ford and Will Jones will build a 50-barrel flour mill and saw-mill.

LOUISIANA.

Crowley—Rice-mill Improvements.—The Marks Rice Milling Co. has during the past season enlarged and improved its mill, installing new machinery, etc.; company built an additional warehouse some time ago and now has capacity for 50,000 sacks of rice.

Crowley—Telephone System.—The Cumberland Telegraph & Telephone Co. of Tennessee has applied for franchise for establishing telephone exchange and lines in Crowley; W. P. Campbell, mayor.

Homer—Cotton Compress.—The Homer Manufacturing & Compress Co., S. A. Cameron, manager, has purchased compress machinery at Alexandria, and will remove it to Homer.

Jennings—Water-works.—The city contemplates issuing bonds for the construction of water-works. Address "The Mayor."

New Orleans—Irrigating Canals, etc.—Sinoa Gumbel, Isaac M. Lichtenstein, H. Lichtenstein, Henry Beer and others have incorporated the Lichtenstein & Hechinger Canal Co., with capital stock of \$600,000, to construct canals for irrigation purposes, to erect and operate rice mills, lumber mills, etc.

New Orleans—Clothing Factory.—The New York & New Orleans Clothing Manufacturing Co. has been organized, with capital stock of \$30,000, secured building and will equip with machines for manufacturing clothing. C. Lazard is president; L. C. Lazard, vice-president; J. Z. Lazard, secretary and treasurer.

St. Joseph—Telephone System.—L. J. Groat, representing the Groat Telegraph & Telephone Line of Natchez, Miss., is investigating with a view of constructing a line from St. Joseph to Natchez via Vidalia.

MARYLAND.

Annapolis—Sewerage.—The A. L. Patterson Company of Macon, Ga., has received contract for construction of sewers at Annapolis; amount of bid \$5666.

Annapolis—Packing-house.—Chas. A. Martin & Sons have made repairs to their wharf and storehouses and erected a new packing-house.

Baltimore—Machine Shops.—The Patterson Regulator Co. has been incorporated to manufacture all kinds of damper regulators and machinery by George F. Patterson, Franklin J. Morton, Joseph Renshaw and others; capital stock \$40,000.

Baltimore—Copper Mine.—V. J. Dignowity of the Arlington Copper Co. of New Jersey, representing New York and Boston capitalists, has purchased the old Bare Hill or Vernon copper mine, near Mount Washington; ore crushers, smelter and complete apparatus for mining will be installed and operations commenced at once. W. C. Robinson of Baltimore brought about the deal.

Cumberland—Steam Pipes.—The Electric Illuminating Co. has received franchise for laying steam heating pipes through the streets to furnish steam heat to stores and dwellings.

Cumberland—Silver Mine.—The Silver Mining Co. has been organized and is developing silver mine.

Hagerstown—Furniture Factory.—Efforts are being made to form a \$12,000 company for the manufacture of bedroom suits; \$9000 has been subscribed. M. L. Main can probably inform.

Langdon, D. C.—Butterine Factory.—The Standard Butterine Co. has contracted for the erection and equipment of the \$300,000 butterine factory reported last week. Spelden & Spelden of Washington, D. C., prepared the plans. Geo. C. Hough has contract to erect buildings; the main one alone will cost \$30,000. Ice plant will have daily capacity of 100 tons; electric lighting and power will be used; steam plant will furnish 600 horse-power, and the architects are preparing plans for a building that is to be equipped for laundering the 300 white duck suits to be worn by the employees; Thos. I. Donnelly, treasurer, 208 Ninth street N. W., Washington, D. C.

Pinto—Cement Mill.—The Cumberland & Potomac Cement Co. will rebuild its \$50,000 mill reported burned; A. Hixon, Philadelphia, Pa., president; temporary address, Queen City Hotel, Cumberland.

Port Deposit—Water-works.—The Jacob Tome Institute has purchased seventy acres of land containing a stream of water, which will be collected into a reservoir, from which pipes will be laid to supply water to its proposed buildings.

Westernport—Automobile Factory.—The Maryland Automobile Manufacturing Co. has been incorporated for the manufacture of automobiles, with capital stock of \$10,000. J. Philip Roman, Charles T. Lowndes, Howard H. Dickey, F. Brooke Whiting and others are among the incorporators. Address Charles T. Lowndes, Cumberland, Md.

MISSISSIPPI.

Clarksdale—Water-works and Sewerage.—The city has had plans and specifications prepared by P. H. Porter of Louisville, Ky., for the sewerage system and water-works, for which \$37,500 in bonds was voted, as stated last week. Bids for constructing the two plants will be opened next month. T. D. Culley, clerk to aldermen.*

Columbia—Oil Mill.—It is rumored a \$50,000 company will be organized to build a cottonseed-oil mill.

Oxford—Electric Lights and Sewerage.—The city will issue \$25,000 of bonds for construction of sewerage system lately reported and for electric lights; W. B. Cowan, mayor.

Oxford—Electric-light Plant.—Contract has been awarded for the installation of heating and lighting plant at the University of Mississippi. It is expected that current will be furnished from this plant for lighting the city, which will be wired by the city authorities.

Vicksburg—Water-works.—It was reported previously that O. M. Crumpler of Chattanooga, Tenn., had purchased the Vicksburg Water-Works and would organize a company to operate same; company has been formed and will be known as the Vicksburg Water-Works.

MISSOURI.

Columbia—Clothing Factory.—Chartered: The Higbee & Hockaday Clothing Co., with capital stock of \$15,000, by J. E. Higbee, I. O. Hockaday, S. R. Barnett and others.

Hermann—Packet Company.—Chartered: The St. Louis & Hermann Packet Co., with capital stock of \$16,000, by H. Kropp, W. L. Heckman and others.

Joplin—Stone Quarries.—A stock company, with capital of \$10,000, will be organized for the development of stone quarries on Shoal creek; it is also proposed to manufacture white lime. Henry Renzenhausen is interested.

Joplin—Bathhouse Company.—Chartered: The Elk Bathhouse Co., with capital stock of \$500, by P. A. Christman and others.

Kansas City—Lead Mines.—The Elizabeth Lead Co. has been incorporated, with capital stock from \$37,500 to \$60,000, by Herbert A. Wheeler, George C. Hitchcock and others.

Kansas City—Lead and Zinc Mines.—The Jack Fork Land & Mining Co. has been chartered, with capital stock of \$4320, by J. B. Arbuthnot, F. W. Bealey, E. B. Fish and others.

Kansas City—Lead and Zinc Mines.—The Jacks Fork Land & Mining Co. has been incorporated, with capital stock of \$4320, by R. R. Hammond, E. G. Fish, J. McDonnell and others.

Kansas City—Carriage Factory.—Chartered: The Slifer Carriage Co., with capital stock of \$6000, by Eli V. Slifer, Andrew D. Slifer, Samuel H. Slifer and others.

Rich Hill—Cotton Mill.—Efforts are being made to organize a company for establishment of cotton mill in a town in the Southwest. Fifty thousand dollars has been subscribed. For information address G. Jaeger.*

Springfield—Egg Company.—Chartered: The Springfield Crystallized Egg Co., with capital stock of \$50,000, by R. P. Haldeman, F. P. Clements, W. H. Horine and others.

St. Louis—Chemical Company.—The Royal Chemical Co. has been incorporated to manufacture chemicals, etc., with capital of \$2000, by C. W. Bardenheier, C. A. Rausher and others.

St. Louis—Woodworking Factory.—Henry Evers, Frederick W. Evers, Harry Evers and others have formed the Henry Evers Manufacturing Co., with capital stock of \$20,000, to conduct general woodworking business.

St. Louis—Construction.—Chartered: The Interurban Construction Co., with capital stock of \$70,000, by Thomas B. Harlan, Albert G. Blake, Samuel A. Williams and others.

NORTH CAROLINA.

Chapel Hill—Flour Mill.—T. F. Lloyd will build a 50-barrel flour mill.*

Elizabeth City—Ice Factory.—The establishment of a 25-ton ice plant is talked of. Address James A. Willard for information.*

Fayetteville—Knitting Mill and Electric Plant.—The Lafayette Knitting Mill has recently installed additional machinery to increase capacity to 150 dozen. Company will also install an electric-light plant.

Furrs—Flour Mill.—J. P. Furrs will change his burr mill to roller process.*

Goldboro—Electric-light Plant.—The Goldboro Illuminating & Traction Co., reported several months ago as incorporated to build an electric-light plant, has purchased the property of the present electric-light company, increased capacity and installed additional machinery; A. H. Edgerton, secretary.

Henrietta—Cotton Mill.—It was reported last January, but not confirmed, that R. R. Haynes, Dr. T. B. Lovelace and Col. Frank N. Cox had purchased 600 acres of land and water-power near Henrietta with the intention of developing same for cotton-goods manufacture. It was stated that the cotton mill was intended to have 40,000 spindles. It is now reported that Mr. Haynes has contracted with Ladshaw & Ladshaw of Spartanburg, S. C., for the development of the water-power and that the cotton mill will be built in the near future. Mr. Haynes can be addressed.

Hickory—Wagon Factory.—The Piedmont Wagon Co. is building an additional wing of brick and iron 120x240 feet to enlarge its wagon factory.

Hickory—Flour Mill and Elevator.—The company reported several months ago as being formed and as having secured building for roller flour mill and elevator, has completed its organization as the Hickory Milling Co.; elevator will have capacity of about 40,000 bushels. Among the incorporators are A. A. Shuford, L. R. Whitener, J. F. Abernathy and W. J. Shuford.

High Point—Chair Factory.—Julian S.

Carr, S. F. Tomlinson, W. T. Parker of Durham, S. H. Tomlinson of High Point and others have incorporated the Tomlinson Manufacturing Co. for the establishment of a chair factory; capital stock \$15,000. Address S. H. Tomlinson, secretary and treasurer.

Hillsboro—Milling and Manufacturing.—The Hillsboro Milling & Manufacturing Co. has been chartered, with capital stock of \$10,000, by Jos. Webb, Jr., A. J. Ruffin, H. W. Webb, C. D. Jones and others. Company will manufacture flour, grind wheat and corn and manufacture shuttles and bobbins.

Kernersville—Furniture Factory.—A furniture factory will be established. D. R. Hester can inform.

Kinston—Cotton-oil Mill and Ice Factory.—The Lenoir Oil & Ice Co. has been chartered, as recently reported, for the establishment of a cottonseed-oil mill and ice factory, machinery for which has not been purchased. Address F. C. Dunn.*

Laurel—Flour Mill.—J. F. Jones has installed machinery for a 40-barrel roller flour mill.

Lenoir—Cotton Mill, etc.—The Rhodhiss Manufacturing Co., reported recently as organized to build 10,000-spindle mill, etc., has engaged Fingal C. Black of Charlotte, N. C., as engineer. Mr. Black is to make the surveys and plans for the development of the Double Shoals water-power, which the company intends to develop for the operation of the mill. Engineer expects to have plans ready to let contracts for dam and mill foundations by September 10; Geo. B. Hiss of Charlotte, president.

Raleigh—Brewery.—It is reported that a \$100,000 brewery will be erected provided the citizens subscribe \$25,000. H. W. Bissling of Baltimore, Md., is interested.

Raleigh—Cotton Mill.—The Neuse River Mills, incorporated last fall, has erected building and is about to install 5000 spindles and 150 looms; plant will cost about \$100,000; water-power will be used. C. G. Latta can be addressed.

Raleigh—Silk Mill.—Mottu, DeWitt & Co. of Norfolk, Va., are in correspondence with J. S. Wynne of Raleigh relative to the establishment of a \$100,000 silk mill in Raleigh.

University—Flour Mill.—W. M. Robertson will install a 30 or 35-barrel mill; contract not awarded.

Wadesboro—Oil Mill.—The Atlantic Oil Co. of Sumter, S. C., will build in Wadesboro a cottonseed-oil mill of fifty tons capacity per twenty-four hours. Site of 100 acres has been bought for \$2500.

Wadesboro—Ice Factory, Artesian Wells, etc.—The Anson Oil & Ginning Co., W. C. Harrison, president and treasurer, reported recently as organized for the erection of a 40-ton cottonseed-oil mill, has contracted for boring an eight-inch well to procure sufficient water to operate its oil mill and ginners. Company will also erect an ice factory.*

Wilson—Tobacco Factory.—The Wells-Whitehead Tobacco Co. has increased its capital stock from \$10,000 to \$30,000 and installed additional machinery.

SOUTH CAROLINA.

Charleston—Mercantile.—Chartered: The Du Val Grocery Co., with capital stock of \$2500, by R. C. Du Val and W. J. Storer.

Greenville—Land Company.—The Melville Land Co. has been chartered, with capital of \$1000, by A. G. Furman, president; J. I. Westervelt and others.

Greenville.—Chartered: The Paris Mountain Sulphur Springs Co., with capital of \$1000, by Davis Furman, president; J. I. Westervelt, vice-president, and W. J. Thackston, secretary and treasurer.

Ninetysix—Telephone Company.—The Ninetysix Telephone Co. has been incorporated, with capital of \$500, by E. M. Lipscomb, president; A. S. Osborne, vice-president, and R. R. Calhoun, secretary and treasurer.

Red Bluff—Trading.—Chartered: The Red Bluff Trading Co., by J. W. Comer and others.

Spartanburg—Water-supply Company.—The Howe Water Supply Co. has been chartered, with capital stock of \$50,000, by John B. Cleveland, president; Jesse Cleveland, Jr., secretary and treasurer.

Tabernacle—Knitting Mill.—R. W. McMillan contemplates establishing a knitting mill.*

TENNESSEE.

Bristol—Timber Lands.—The Morton-Lewis-Wiley Lumber Co. has purchased 5000 acres of timber lands in Sullivan county for \$24,117.

Bristol—Stove Foundry.—The Enterprise Foundry Co. of Knoxville, Tenn., has leased the buildings and machinery of the Bristol Foundry and Machine Works, and will manufacture stoves on a large scale.

Bristol—Packing Plant.—The Guthrie Packing Co. will build an addition to its plant, as lately reported; addition will have capacity for killing 300 hogs per day and cost about \$20,000.

Chattanooga—Hosiery Mill.—B. A. Stockard, E. B. Thomasson, W. E. Birchmore, J. H. McReynolds and J. A. Patten have incorporated the Chickamauga Knitting Mills, with capital stock of \$25,000, for establishment of hosiery mill with capacity from 200 to 300 dozen pairs of ribbed hose per day.

Chattanooga—Pea-huller Factory.—The Star Pea Huller Machine Co. will, it is said, remove its pea-huller machine plant from Bennettsville to Chattanooga.

Chattanooga—Desk Factory.—A. J. Kennedy of Knoxville, Tenn., is investigating with a view to establishing a desk factory in Chattanooga.

Clarksville—Pottery.—W. H. Weaver, C. D. and J. L. Vermillion of Paris, Tenn., are investigating with a view of establishing a pottery in Clarksville.

Crab Orchard—Coal Mines.—The Cumberland Coal & Coke Co. will develop coal mines near Crab Orchard.

Crab Orchard—Coal Mines.—J. S. Cline is president of company recently formed for the development of coal on his property.

Crossville—Coal Mines.—The Citizens' Co-operative Coal & Land Co. will soon begin the development of 4000 acres of coal lands.

Dick (not a postoffice)—Lumber Plant.—It is said that the Empire Mining & Lumber Co. of Bristol, Tenn., will build a large plant near Dick.

Erin—Telephone System.—The Houston County Telephone Co., reported recently under Nashville as incorporated, will put in an exchange at Erin and construct lines over Houston county. Address H. N. Bunbar, Vanderbilt Building, Nashville.

Johnson City—Plow-handle Factory.—The Harris Manufacturing Co. has recently installed machinery for the manufacture of plow handles.

Knoxville—Lumber Mills.—The Youmans Lumber Co., reported recently as incorporated, is already engaged in the manufacture, buying and selling of lumber; T. J. Youmans, general manager.*

Knoxville—Tannic-acid Factory.—C. E. Lucky, E. H. Kurtz, J. A. Fowler, J. E. Osborne and A. F. Sanford have incorporated the Oak Extract Co., with capital stock of \$50,000, for the operation and enlargement of the established plant of George Osborne & Co.

Knoxville—Rolling Mill.—The Knoxville Iron Co. is reported as to put its rolling mill in operation; T. I. Stephenson, manager.

Knoxville—Foundry.—The Enterprise Foundry Co. will later on enlarge its plant.

Knoxville—Stone and Marble Works.—Jos. E. Borchers and H. O. Fenton have leased, will improve and operate the East Tennessee Stone & Marble Co.'s plant.

McMinnville—Cotton-mill Improvement.—The Annis Cotton Mills Co. has contracted for a 45-inch turbine to operate its mill.

Nashville—Oil Company.—The Cassetty Oil Co. will increase its capital stock from \$100,000 to \$150,000.

Rockwood—Coal Mines.—The Renfro Mining Co. will be organized for the development of coal mines. H. S. Chamberlain, president Roane Iron Co., can probably give information.

Tazewell—Cannery.—J. L. Bins is establishing a cannery.

TEXAS.

Anna—Elevator.—Chartered: The Greer-Moore Elevator Co., with capital stock of \$10,000, by J. L. Greer, J. Perry Burris and R. C. Moore.

Appleby—Ginnery and Mill.—Law & Melton are installing ginnery and milling plant.

El Paso—Furniture Factory.—The Frontier Furniture Co. has been incorporated, with capital stock of \$6000, by Alberto Campos, J. E. Reiter, W. M. Caldwell and others.

Fort Worth—Commerce.—Incorporated: The Southwestern Commerce Co., with capital stock of \$25,000, by Don Campbell and others.

Glen Flora—Syrup Mill.—Efforts will be made to organize a stock company for the establishment of a syrup mill. Address C. H. Waterhouse.

Hearne—Oil Wells.—Efforts will be made to bore for oil. John Robb is interested.

Henrietta—Telephone System.—The Farmers & Merchants' Telephone Co. has been

incorporated, with capital stock of \$1200, by J. D. Stine, S. H. Teel, E. L. Holloway and others.

Paris—Mercantile.—Chartered: The Nicholson-Watson Company, with capital stock of \$10,000, by J. H. Watson and others.

Ringgold—Ferry Company.—The Wilmoth Ferry Co. has been incorporated, with capital stock of \$4000, by A. W. Wilmoth and others.

Rock Creek—Coal Mines.—The Texas Coal & Fuel Co., principal office Weatherford, will expend \$30,000 in improvements at its Rock Creek mines.

San Antonio—Cotton and Woolen Mill.—George Hathaway, C. W. Woodman, Walton Petet and W. T. Burroughs compose a committee to investigate the advisability of organizing a stock company for establishment of co-operative cotton and woolen mill. Address the last named.

Sherman—Brick Works.—The Sherman Pressed Brick Co. will soon begin the manufacture of vitrified brick, installing plant to cost about \$30,000. Address R. E. Kreuger.

Tyler—Mercantile.—Chartered: The Caspary Mercantile Co., with capital stock of \$10,000, by C. L. Caspary and others.

Valley View—Elevator.—The Cameron Mill & Elevator Co., Fort Worth, will rebuild its Valley View elevator, lately burned.

Velasco—Oar Factory.—Houston & Liggett have purchased an oar-manufacturing plant at Clarendon, Ark., and will remove same to Velasco and operate it.

Wharton—Sugar Refinery.—Efforts will be made to organize a \$125,000 stock company for the establishment of a sugar refinery. C. G. Ellis is interested.

VIRGINIA.

Bedford City—Ice Factory.—C. E. Harris will endeavor to organize a stock company for the establishment of an ice factory.

Fredericksburg—Electric-light Plant.—An electric-light plant will be constructed by the city. Address T. McCracken.*

Lynchburg—Tobacco Factory.—Stallings, Hancock & Co. have awarded contract to W. H. Richardson for the erection of a brick tobacco factory building 112x132 feet, to cost \$15,500.

Raven—Coal Mines.—The Coal Creek Coal Co. of Knoxville, Tenn., will soon begin operations at its mines near Raven, Va.

Raven—Coal Mines.—The Coal Creek Coal Co., Knoxville, Tenn., states that it will not open up mines at Raven, as was reported lately.*

Richmond—Bookbindery.—E. M. Epps of the Queen City Printing & Paper Co., Charlotte, N. C., reported lately to establish a blank book factory in Richmond, states that he will establish a small bindery at that point to cost \$1200.

Roanoke—Ice Factory and Packing Plant.—The Virginia Breving Co. has awarded contract for additional plant to increase its ice capacity from fifteen to thirty tons; company will also erect at once a pork-packing establishment.

Suffolk—Dry-kilns.—The Suffolk Saw-Mill Co. will rebuild dry-kilns recently burned.

WEST VIRGINIA.

Benwood—Coke Ovens.—The Semet-Solvay Company, Syracuse, N. Y., has just completed an additional plant of sixty ovens, which more than doubles its plant at Benwood.

Central City (sub-station of Huntington)—Brewery and Ice Factory.—The West Virginia Brewing & Ice Co. will double the capacity of its plant.

Fairfax—Lumber Mill.—The Wilson Lumber Co., Wilson, W. Va., is building a mill at Fairfax.*

Philippi—Coal Mines.—The Freepoint Smokeless Coal & Coke Co., reported recently as incorporated, has purchased an extensive railroad front at Lillian and commenced the development of its mines. Frank H. Sloan of Baltimore, Md., is president.

Philippi—Coal Mining and Coke Manufacturing.—Incorporated: The Beadle Coal & Coke Co., capital \$1,000,000, for coal mining and coke manufacturing. Incorporators are Fred C. Blue and Chas. F. Teter of Philippi, Floyd Teter of Bollington, N. T. Arnold and M. C. Whitfog of Ridgway, Pa., and R. W. Beadle of Dicksbury, Pa. Address last named.

Wheeling—Oil and Gas Wells.—The Cline Oil & Gas Co. has organized, with S. Cline, president, and H. W. Thurber, secretary and treasurer, for development of oil and gas lands.

Wheeling—Joseph V. Thompson, president of the First National Bank of Uniontown,

Pa., has, it is said, purchased 6000 acres of coal lands in Marshall county; also recently purchased 18,000 acres in Greene county, and will develop.

Wheeling—Coal Mines.—It is reported that Pennsylvania parties have purchased from W. W. Arnett and associates 17,000 acres of coal lands in Brooke county, and will develop same.

BURNED.

Alexandria, Va.—Alexandria Fertilizer & Chemical Co.'s acid factory damaged \$10,000.

Gadsden, Ala.—Woodstock Lime Works' stove mill; loss \$10,000.

BUILDING NOTES.

Anniston, Ala.—Courthouse.—Plans have been prepared by J. W. Golucke & Co. of Atlanta, Ga., for Anniston's courthouse, reported last week; it will be of stone and brick, 142x91 feet, and contain all modern improvements.

Acadia, Fla.—Business Block.—W. H. Seward has had plans made for a brick block to cost \$3000.

Baltimore, Md.—Residence.—John Cowan has contract for erection of Hugh L. Bond's \$5000 residence, reported last week.

Baltimore, Md.—Custom-house.—The national government will make temporary alterations and repairs to two buildings in Baltimore for use as a temporary custom-house. Bids for making the improvements will be opened September 5 at Washington, D. C., by Jas. K. Taylor, supervising architect. Plans and specifications on file in Baltimore and Washington.

Beaumont, Texas—Business Buildings.—Mrs. Neal Starke of Dallas, Texas, will erect three three-story business buildings in Beaumont.

Birmingham, Ala.—City Hall.—Plans will be made for a new city hall to cost \$150,000. Address "The Mayor."

Chattanooga, Tenn.—Residence.—Robert Pritchard will build a two-story brick and stone residence with slate roof; cost \$6000.

Crowley, La.—School Building.—The city will vote on bonds for erection of a school building; W. P. Campbell, mayor.

Danville, Va.—Churches.—The Baptist congregation has awarded contract to Geo. West & Son for the erection of a \$15,000 church with seating capacity for 1200. The same contractors have received contract to erect church for the colored Baptist congregation; cost \$12,000.

El Paso, Texas—Business Block.—Anson Mills will build a four-story business block to cost \$80,000.

Gueydan, La.—Warehouse.—The Gueydan Warehouse Co. has been formed for the erection of a warehouse 200x60 feet.

Hickory, N. C.—Hotel.—The Cliffs Investment Co. will erect a hotel at The Cliffs. E. Reid and W. C. Erwin are interested.

Johnson City, Tenn.—Office Building.—Wm. E. Uptegrove & Bro. state that they will not build at present the office building lately reported.

Macon, Ga.—Synagogue.—The Hebrew congregation will build a \$15,000 synagogue.

Martinsburg, W. Va.—Stable.—The board of directors of the Citizens' National Bank, owners of the Berkeley Hotel, will build a two-story stable of brick, 31x95 feet, with slate roof.

Maysville, Ky.—Church.—Mr. Leo Coquart of Detroit, Mich., has prepared plans for St. Patrick's Church and rectory.

New Market, Tenn.—Buildings.—W. B. Minnis & Co. are building warehouse 40x50 feet. S. M. Dyer is erecting storehouse 30x60 feet.

Norfolk, Va.—Factory Building.—C. J. Woodson has completed plans for three-story brick building, 50x88 feet, to cost \$12,000 for Wallace, Tunn & Co.; the third floor will be used for manufacturing purposes.

Orangeburg, S. C.—Hotel.—The Merchants' Hotel Co. has been incorporated by I. S. Harley, J. G. Wannamaker, W. C. Crum and others, with capital stock of \$20,000, for the erection of a hotel. The item was reported last week under Spartanburg by mistake.

Petersburg, Va.—Depot.—The Seaboard Air Line, E. St. John, general manager, Portsmouth, Va., will build brick depot, 10x90 feet, to cost \$10,000 at Petersburg.

Port Deposit, Md.—Building.—Site has been purchased for \$1300 for the proposed manual training school building of the Jacob Tome Institute.

Queenstown, Md.—Hotel.—The Queen Anne's Railroad Co., William H. Bosley,

president, Baltimore, will, it is said, build hotel at Queenstown.

Richmond, Va.—Hotel.—A hotel to cost \$50,000 will be built at Highland Springs. Percy S. Read can probably inform.

Richmond, Va.—Hospital Enlargement.—Fritz Sitterding has received contract for the improvement and enlargement of the Virginia Hospital; plans include a large brick building and another story to be added to the present building.

San Antonio, Texas—Storehouses.—C. V. Leman will build three storehouses after plans by Alfred Giles.

Selma, Ala.—Church.—The Baptist congregation has had plans made by Wilson & Edwards of Columbia, S. C., for the erection of a new edifice to be 85x110 feet and cost \$30,000. Address Ernest Lamar, chairman building committee.

Shreveport, La.—Freight Depot.—The Kansas City Southern Railroad Co. will build new freight depot; J. A. Edson, general manager, Kansas City, Mo.

Shreveport, La.—Cotton-mill Building.—Hargrove Cotton Mill Co., Miss Rosa Kelly, secretary, will receive sealed proposals until September 1 for erection of its cotton-mill building complete. Certified check for \$500 required; bond required; usual rights reserved. Plans and specifications on file at company's office.

Thomaston, Ga.—Warehouse.—The Thomaston Warehouse Co. has been incorporated by R. E. Hightower, W. A. Andrews, J. B. Girardeau, R. A. Trice and others, with capital stock of \$3000.

Van Vleet (not a postoffice), Texas—Hotel. Tom Brooks, secretary Townsite Company, Wharton, will receive bids until August 23 for erection of a hotel at Van Vleet. Plans can be seen at office of Rue & Dunbar, 208 and 209 Levy Building, Houston, or at office of Mr. Brooks. Usual rights reserved.

Washington, D. C.—Library Building.—Richardson & Burgess have received contract at \$277,000 for erection of the new public library; Bernard R. Green, superintendent of construction.

Washington, D. C.—Workshop.—Mordecai T. Endicott, chief of bureau of yards and docks, Navy Department, will receive sealed proposals until September 1 for furnishing and erecting the steel framework for gunners' workshop at the navy-yard. For plans, specifications and forms of proposals address commandant.

RAILROAD CONSTRUCTION

Railways.

Alexandria, Ala.—It is stated that the Louisville & Nashville Railroad Co. has decided to build a branch about two miles long from a point near Alexandria to ore mines controlled by the Anniston Brown Ore Co. R. Montfort, at Louisville, is chief engineer of the railroad company.

Boston, Ga.—It is stated that J. B. Way of Boston is interested in the proposed railroad line from Boston to a point in Florida. It is reported that right of way has already been secured for the line.

Bryan, Texas.—Surveys are being made between Bryan and Anderson, Texas, a distance of twenty-five miles. It is stated, in the interest of the International & Great Northern Railroad Co. Leroy Trice at Palestine, Texas, is vice-president.

Clarksburg, W. Va.—Robert B. Willison and Frederick Fowler of Clarksburg are interested in the Elk Creek Railroad Co. recently incorporated in West Virginia to build a line from Clarksburg to a point in Harboure county.

Denison, Texas.—It is stated that contracts for the equipment of the electric line between Denison and Sherman have been let and that grading is to begin immediately. The Electrical Installation Co. of Chicago is promoting the enterprise, and it is stated has let a portion of the contract to Messrs. Cramer & Fitch of Denison.

Dublin, Ga.—The report is again current that the Seaboard Air Line Railway Co. has determined to build an extension to Dublin from Lyons, Ga., on its Georgia & Alabama division. The estimated distance is forty-five miles. John Skelton Williams, at Richmond, is president of the company.

El Paso, Texas.—It is reported that the National Cattle Co. of Chicago is interested in promoting a railroad line from a point in Mexico to El Paso. Frank W. Wakefield of Chicago is superintendent. It is also stated that I. E. Ross at Philadelphia, president of the Sonoma Coal & Iron Co. of Philadelphia, is interested in the project.

Emporia, Texas.—The Emporia & Gulf Railroad Co. has been formed to build a line

from Emporia to a point in Angelina county, a distance of twenty miles. The company is capitalized at \$100,000. It includes S. F. Carter and E. W. Scott of Emporia.

Fairmont, W. Va.—It is reported that Hon. Johnson N. Camden of Parkersburg and James H. Fickinger of Monongah have become interested in the proposed electric road between Fairmont and Clarksburg. The promoting company is capitalized at \$20,000. The distance is eighteen miles.

Fairfax, W. Va.—The Wilson Lumber Co. writes the Manufacturers' Record that it is building a narrow-gauge line between Fairfax and a saw-mill which it is now constructing. This line will be about two miles long, but it is intended to build several others, which will aggregate about ten miles in all.

Fitzgerald, Ga.—It is announced that the business men of Fitzgerald have made a contract with the Weyeross Air Line Railroad Co. by which this line is to be extended to Fitzgerald immediately. J. E. Wadley at Weyeross is president of the railroad company.

Fort Worth, Texas.—J. T. Voss, president of the Glenwood & Polytechnic College Street Railway Co., writes the Manufacturers' Record that the company is now making estimates on the proposed electric line between Fort Worth and Dallas. Two power-houses will be required, as well as a number of motor cars.

Frederick, Md.—Dr. F. B. Smith, one of the directors of the Washington, Westminster & Gettysburg Railroad Co., informs the Manufacturers' Record that the company is opening negotiations with contractors for beginning construction work. The road is to be built between the towns named by way of Frederick.

Hendersonville, N. C.—It is reported that the Transylvania Railroad Co. has nearly completed the extension of its line from Brevard to Estatoe, a distance of about ten miles. J. E. Hays at Brevard is general manager of the company.

Houston, Texas.—R. M. Hall, president of the Houston, Brazos & Northern Railway Co., writes the Manufacturers' Record that no important contracts for building this line will be let until October, but that work is progressing under the direction of the company's representative. He states that it is intended to build between 125 and 140 miles by June 1, 1901, and that surveys have been completed.

Huntington, W. Va.—It is stated that tracklaying is to begin immediately upon the Guyandotte Valley Railroad, now under construction from Huntington along the Guyan river. J. L. Caldwell is president of the railroad company.

Llano, Texas.—The San Antonio, Llano & Northern Railroad is to be built from Strawn, Texas, to Llano, a distance of 140 miles. G. W. Angle, at Llano, is general manager.

Milan, Tenn.—It is reported that the plan to build a railroad from Milan to Huntsville, Ala., a distance of 145 miles, has been revived and that work may begin upon it in the near future. It is stated that about thirty miles of roadbed, graded several years ago, will be included in the right of way. At Milan a connection will be made with the Illinois Central system.

Murfreesboro, Ark.—The Arkansas Southwestern Railroad Co. has secured right of way for its extension through Murfreesboro, also a tract of eighty acres of land. The line is now in operation between Smithton and Pike City. J. A. Woodson at Little Rock is general manager of the railroad company.

Nacogdoches, Texas.—Tracklaying has begun on the extension of the Texas & New Orleans division of the Southern Pacific system between Nacogdoches and Huntington. This section is to be completed by October 1. It is twenty miles long. J. T. Mahl at Houston is engineer.

New Decatur, Ala.—It is stated that the plan to complete the Middle Tennessee & Alabama Railroad to New Decatur has been revived, and that work may begin upon the line in the near future. The road is now in operation between Fayetteville, Tenn., and a point about fourteen miles from New Decatur. It is understood that the Nashville, Chattanooga & St. Louis Railroad Co. controls the line. J. W. Thomas, Jr., at Nashville, Tenn., is general manager of the Nashville, Chattanooga & St. Louis.

New Orleans, La.—It is stated that the Louisville & Nashville Railroad Co. has finally reached an agreement with the city council by which it will construct its additional tracks within the city limits. R. Montfort of Louisville is chief engineer of the company.

Raleigh, N. C.—The promoters of the Great Eastern Railroad have secured another charter under this title, and it is announced that the line is to be built from Raleigh to Englehard in Hyde county, where a steamboat connection will be made for Norfolk and points in Tidewater Virginia. The company is capitalized at \$2,000,000. Among those interested are J. W. Lynch of Kinston, N. C., and J. H. Macleary of Suffolk, Va. The length of the line will be 160 miles.

Union, S. C.—It is stated that the electric railroad being built in the vicinity of Union will be ultimately extended to Glenn Springs, a distance of fifteen miles from Union. About four miles of the line have already been completed. T. C. Duncan is president of the company.

Wheeling, W. Va.—A report is current that the Pittsburg, Bessemer & Lake Erie Railroad Co. has determined to build a railroad extension along the Monongahela valley, securing a connection with Wheeling. This line is now in operation between Allegheny, Pa., and Conneaut, Ohio, on Lake Erie, and is controlled by the Carnegie Steel Co. of Pittsburg.

Street Railways.

Selma, Ala.—Engineers are now making estimates of the cost of reconstructing the street railway line in Selma for the use of electric motors. F. M. Abbott is at the head of the new company which owns the line.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Air Compressor.—Sanford Water-Works, W. B. Moffitt, commissioner, Sanford, N. C., is in the market for an air compressor to lift water from deep well.

Boiler.—See "Laundry Equipment."

Boiler and Engine.—See "Saw-mill."

Boiler and Engine.—Cordele Sash, Door & Lumber Co., Cordele, Ga., is in the market for an 80 to 100-horse-power boiler and 50-horse-power engine.

Boiler and Engine.—Dennis, Sub-Station No. 50, Washington, D. C., wants 10 or 12-horse-power boiler and engine for kindling wood.

Boilers and Engine.—Buchel Power & Irrigation Co., Cuero, Texas, wants second-hand tubular boilers and engine of any type, in good working order, of 250 to 350 horsepower; wants detailed descriptions and prices.

Boilers and Engines.—The Silver Hill Lead & Zinc Mining Co., A. D. Arbogast, secretary and treasurer, Harrison, Ark., wants a 60-horse-power engine, 75-horse-power boiler, 18-horse-power engine and 35-horse-power boiler.

Bone Mill.—John A. Trolinger, Haw River, N. C., is in the market for a bone mill for grinding bones for fertilizing purposes.

Cannery.—See "Evaporating Machinery." Carousels.—R. L. Rogers, Kingsford, Fla., wants addresses of manufacturers of steam riding galleries.

Chairs.—W. L. Wait, Ninety-six, S. C., wants to buy chairs for an assembly hall.

Corn Mill.—See "Saw-mill."

Cotton-mill Machinery.—G. Jaeger, Rich Hill, Mo., desires to correspond with manufacturers of cotton-mill machinery.

Crematory.—Wing-Sayle Foundry & Machine Co., Little Rock, Ark., wants addresses of manufacturers of plants for the cremation of city refuse and garbage.

Electric-light Plant.—C. F. Gattis, Winchester, Tenn., is in the market for an electric-light plant, including water motor and dynamo, etc.; plant of 800 incandescent lights of thirty-two candle-power would probably be used; also wants prices on insulated wire.

Electric-light Plant.—T. McCracken, J. P. Rowe, L. Perry, council committee on light, Fredericksburg, Va., will receive bids until September 18 for building and equipping a street-lighting plant of eighty lamps of 2000 candle-power. Plans and specifications can

be seen at office of T. McCracken; usual rights reserved.

Elevator.—J. S. Crawford, Portsmouth, Va., wants estimates on an electric or gas power elevator.

Evaporating Machinery.—John Bradford, 202 Sayre street, Montgomery, Ala., wants to correspond with manufacturers of fruit evaporators.

Fertilizer Mill.—See "Bone Mill."

Fiber Hacklers.—R. E. Rose, Kissimmee, Fla., wants catalogues and prices of machines for hacking palmetto fiber, hemp, jute, flax, etc.

Flour Mill.—T. F. Floyd, Chapel Hill, N. C., wants machinery for a 50-barrel flour mill.

Flour Mill.—S. M. Barnett, Resaca, Ga., is in the market for machinery for 75-barrel flour mill.

Flour-mill Machinery.—J. P. Furrs, Furrs, N. C., will want roller flour-mill machinery.

Flour-mill Machinery.—J. F. Cole, Martinsburg, Ky., wants prices on a small flour mill.

Haulage Plant.—See "Mining Equipment."

Ice Factory.—Lenoir Oil & Ice Co., F. C. Dunn, Winston, N. C., will buy equipment for ice factory.

Ice Machinery.—James A. Willard, Elizabeth City, N. C., wants to correspond with manufacturers of ice machinery.

Ice Machinery.—Anson Oil & Ginning Co., W. C. Hardison, president and treasurer, Wadesboro, N. C., wants to correspond with manufacturers of ice machinery.

Ice Plant.—P. O. Box 222, Lynchburg, Va., wants a complete second-hand ice-manufacturing machine, capacity fifteen to twenty-five tons per day.

Insulating Coverings.—Alfred Loewenthal, Steitlin, Germany, wants samples and prices on insulating materials.

Knitting Machinery.—W. T. Billue, East street, Talladega, Ala., wants to correspond with manufacturers of hosiery-knitting machinery.

Knitting Mill.—Robert W. McMillan, Tabernacle, S. C., wants to correspond with manufacturers of knitting-mill machinery.

Laundry Equipment.—Anniston Steam Laundry, Wilson & Rose, proprietors, Anniston, Ala., is in the market for a 100-inch mangle and a 20-horse-power return tubular boiler.

Levee and Canal Construction.—Southwestern Rice & Canal Co., Limited, New Orleans, La., will receive bids at 418 South Peters street until September 1 for construction and completion of levees and canals on its lands in Calcasieu parish as per plans and specifications on file at office or at office of D. M. Grier, Jennings, La.

Levee Construction.—Sealed proposals will be received at office of board of commissioners of Red River, Atchafalaya and Bayou Boeuf levee district at Alexandria, La., until August 22 for construction of levee; \$5000 bond required; deposit \$500. For specifications apply at office of State engineers at New Orleans; J. R. Thornton, secretary.

Lumber-mill Machinery.—Miller Bros. Co., Winston-Salem, N. C., will purchase some machinery for lumber mill.

Machine Tool.—J. B. Westbrook Foundry & Machine Co., Danville, Va., is in the market for new or second-hand screw-cutting lathe to swing not less than thirty-two inches over carriage, and to take eight feet between centers.

Machine Tools.—A. A. LeLaurin, Pine Bluff, Ark., is in the market for a second-hand wheel press forty inches diameter, 150 tons capacity; hand-power, in good order.

Machine Tools.—S. G. Lang, Sandersville, Ga., is in the market for lathe 24 or 30-inch swing, eight or ten feet between centers, hollow spindle, screw-cutting; radial drill to drill to center of 48-inch circle; iron lathe 18 or 20-inch swing, eight or ten feet between centers, hollow spindle and screw-cutting; iron planer 24x24 or 28x28, six-foot bed.

Mining Equipment.—Coal Creek Coal Co., E. C. Camp, president, Knoxville, Tenn., will buy haulage plant, consisting of engine and drum.

Oil Mill.—Lenoir Oil & Ice Co., F. C. Dunn, Winston, N. C., will buy equipment for cottonseed-oil mill.

Oil-mill Machinery.—See "Pressing Machinery."

Paving.—Robert F. Otts, mayor, Greensboro, Ala., will receive sealed bids and proposals until August 25 to chert Main street a distance of 3000 yards, contractor to furnish all materials used and do all grading, excavating, hauling, spreading and rolling. Specifications on file or sent on application.

Pressing Machinery.—Benj. G. Pratt, 530

West Twenty-fourth street, New York, N. Y., wants to communicate with manufacturers of machines for cracking and separating palm nuts; also for extracting the oil.

Printing Machinery.—See "Woodworking Machinery."

Pumping Machinery.—Thomas Ryan, acting secretary, Department of the Interior, Washington, D. C., will receive sealed proposals in triplicate until August 30 for furnishing and erecting steam-pumping machinery for water-works at government hospital for the insane. Specifications, general instructions and conditions and blank forms of proposal may be had and drawings seen on application. Usual rights reserved.

Railway Equipment.—John A. Trolinger, Haw River, N. C., wants to buy some light second-hand iron rails.

Railway Equipment.—May & Spalding, 32 Broadway, New York, are in the market for several thousand tons relaying steel rails, with angle bars or fish-plates, fifty, fifty-six or sixty pounds per yard section; delivery in Southern States.

Railway Equipment.—Wilson Lumber Co., Wilson, W. Va., is in the market for one carload of 30-pound T rails, with splices and bolts to lay same, for immediate shipment, and a few 36-inch-gauge logging trucks; will need more rails later on.

Safe.—H. E. Jones, Bristol, Tenn., desires to purchase a second-hand fireproof safe, 5½x7x3 feet deep; prefers it shelved for books.

Saw-mill, etc.—A. L. Bunch, Knoxville, Tenn., wants to buy second-hand engine and boiler, saw and corn mill, etc.

Saw-mill Machinery.—Yonmans Lumber Co., 613 Bell avenue, Knoxville, Tenn., may need rip saws and equalizers for trimming lumber.

Sewerage System.—See "Water-works."

Telephone Equipment.—J. M. Wood, Wilmington, N. C., will soon be in the market for apparatus for telephone exchanges aggregating 2800 telephones.

Textile Machinery.—See "Fiber Hacklers."

Water-works.—R. J. Thurmond, Jr., mayor, Sheffield, Ala., will open bids September 3 for construction of water-works; \$75,000 estimated cost. Specifications and full information at his office or of the city clerk.

Water-works.—Mayor and aldermen of Clarksdale, Miss., will open bids September 18 for the construction of water-works and sewerage system, after plans and specifications by P. H. Porter of Louisville, Ky. Copies of plans, etc., may be had by addressing Porter or T. D. Culley, clerk to aldermen at Clarksdale.

Water-works.—Sealed proposals will be received by the commissioners of water-works improvement district, No. 1, Morrilton, Ark., until August 30 for construction of a system of water-works. Each bid to be accompanied by certified check for \$1000. Plans may be seen at office of commissioners or at office of Schurman & Brown, engineers, Nashville, Tenn. Usual rights reserved. Address Carroll Armstrong, secretary, Morrilton.

Water-works.—H. O. Parker, town clerk, Southern Pines, N. C., will receive proposals until August 30 for constructing water-works; will require wood pumping station, 12-horse-power gasoline engine, triplex pump with capacity of 9000 gallons per hour, 60,000-gallon cypress tank with 62-foot steel tower, and 12-horse-power combined gasoline engine and pump with capacity of 9000 gallons per hour. Bids will be received for furnishing any of materials or for constructing works complete. Plans and specifications and blank forms of proposals may be obtained. Usual rights reserved.

Wheel Press.—See "Machine Tools."

Woodworking Machinery.—Phillips Box Manufacturing Co., 223 Hord street, Dallas, Texas, wants boxboard printer, jointer, rip saw and surfacer.

Woodworking Machinery.—S. G. Lang, Sandersville, Ga., is in the market for a wood jointer eighteen inches, surfacer or pony planer 24x6 inches, matcher and planer 24x6 or 8 to match eight or twelve inches wide, wood lathe 20 or 24-inch swing.

TRADE NOTES.

The Georgia Iron Works.—The South's acquisitions of new manufacturing establishments during the past decade brought it many important industrial establishments. Moreover, the South has had for years important and extensive plants of an industrial nature, more especially those acting as foundries and machinists. Among the leading plants of this character has been the Georgia Iron Works of Augusta, Ga. This company's extensive works was destroyed by fire last December, and since then the

work of rebuilding and re-equipping has been in progress. The new plant is now in full operation, and is equipped with the latest modern improved apparatus, machinery and tools for conducting a thorough business in its branch of foundries and machinists; in fact, this is one of the best-equipped plants in the entire South. H. C. Perkins remains as president, and J. A. Hauser as manager of the Georgia Iron Works, and solicit correspondence from individuals, firms or corporations about to place contracts wherein the services of competent foundries and machinists are demanded.

About "Magnite."—"Magnite" is being used in mills, power-houses, schools and public buildings all over the United States. Sales of the paint are treble what they were last year. The increased sales are caused from the fact that "Magnite" is so economical, is within the reach of everyone and gives such good satisfaction that people who use it once use it again. These repeat orders, added to the thousands of new orders being received constantly, swell the sales to an enormous amount. The actual experience of those who have used "Magnite," covering a period of several years, produced the following reports: "Underwriters reduce rates where it is used; it has strong adhesiveness; its covering capacity is great; it dries out the whitest, hardest and most even of all water paints; it does not rub off, scale nor wash off; it is durable, resists heat and is waterproof; it is easily cleaned, has a smooth, uniform surface; is cheaper and whiter than oil paint; is superior to white lead on sheathing, and its cost is half that of white lead; better than oil or lead for brick buildings; is much whiter on brick walls than whitewash; it is a good weather-proof coating, remains white after stormy weather; it can be applied with a spraying machine; it is sold by the carload to railroads and mills." These expressions are taken from letters received by J. A. & W. Bird & Co., Boston, the manufacturers of "Magnite."

New Wire-Cloth Factory.—The consumption of wire cloth is one of many active improvements that have come into existence with the present industrial progress. The manufacture of wire cloth requires not only the use of the most improved modern machinery, but also the attention of skilled wire weavers. Such a combination of workmen and machinery the New Freedom Wire Cloth Co. possesses in its new factory just completed at New Freedom, Pa. This company has been organized with A. S. Norrish, president; Aaron Reehling, secretary; P. L. Klinefelter, treasurer, and W. P. Kintzing, superintendent. The superintendent was formerly with the New York Wire Cloth Co. The president is of the well-known machinery builders, Messrs. Norrish, Burnham & Co. of Glen Rock, Pa., and his firm furnished the new wire-cloth plant its equipment of transmission machinery and wire-weaving looms. The new plant has a capacity of from 15,000,000 to 20,000,000 feet of wire cloth per annum, and can readily install more looms to increase this output when necessary. The main building is a 130x160-foot structure, and there are seven other accessory buildings. The New Freedom Wire Cloth Co. has a capital stock of \$100,000, and with its modern plant is fully prepared to supply users of its line of goods. An extensive business will doubtless be developed by the new enterprise.

The Frank S. De Ronde Company.—The thousands of supplies used in this country are ably supplied by our manufacturers. Among the prominent manufacturers is the Frank S. De Ronde Company of 52 and 54 John street, New York city. This company produces cold-water paints, belt dressing and other supplies that have a wide usage in all sections, and lately have been increasingly used in the South. The De Ronde Company has just added to its competent managerial staff as vice-president Col. Sheffield Phelps (son of ex-Minister Wm. Walter Phelps), formerly on the staff of Attorney-General Griggs when the latter was governor of New Jersey. With this addition to its staff the De Ronde Company will continue its efforts to make known the meritable quality of its goods to consumers in all sections of the country. The company's "Lythite" is a cold-water paint made in lustrous white and twenty-four colors. This paint resists fire and water, dries quickly when applied, gives a firm, hard finish, and has many other advantages. The "National Wall Coating" made by the De Ronde Company is used with either hot or cold water, and the results have satisfied thousands of users. This coating is especially recommended where hygienic conditions must be maintained. The demand for all the De Ronde products continues active, and the factory

is busily engaged in making the goods to supply the demand.

Prizes for Belting at Paris Exposition.—The cable brings word from the Paris Exposition that the gold medal for superiority of leather belting and finished belting leather has been awarded to Messrs. Chas. A. Schieren & Co. of 45 Ferry street, New York. This award is especially gratifying to these prominent American manufacturers in view of the fact that they came in open competition with belting makers of England, Russia, Germany, France, the Netherlands, Scandinavia and other European countries. Messrs. Schieren & Co.'s exhibit covers 300 square feet. They show belts of all sizes, from 72-inch wide, three-ply, capable of transmitting 2000 horsepower, down to the smallest one-inch wide single belts; also several rolls of perforated electric leather belting, 24-inch wide, 16-inch wide and 12-inch wide. The latter belts are a specialty manufactured for swift-running machinery used on dynamos and electric street railway generators. The perforations prevent air cushions from forming between the belt and the pulley, and allow the belt to run looser, with less strain upon the bearings and a consequent use of less oil than other belts require. Messrs. Schieren & Co. also exhibit their American patent joint leather link belting, which is a novelty to Europeans, the joint of which is regarded as a great improvement in the manufacture of this style of leather belting. They make a specialty of wide main driving leather belts, and not only exhibit a six-foot wide, three-ply, weighing something over a ton, but also show a 60-inch wide, three-ply, and a 48-inch wide, double-ply.

Only One Albany Grease.—Those who have used this well-known lubricant readily admit that there is but one "Albany Grease" as far as results are concerned. Imitations of this successful lubricating compound are said to have increased largely, owing, no doubt, to the growing popularity of the real article, and some engineers have the impression that "Albany Grease" is simply a name, and may be applied to any high-grade lubricant. This is not so. The Albany Compound & Cup Co., Adam Cook's Sons, 313 West street, New York city, proprietors, has been for thirty years sole manufacturer of the original "Albany Grease," which is unlike any other lubricating compound made, and which it claims has become the standard of excellence and the best lubricating compound ever introduced for general machinery. Referring to the matter, the manufacturer says: "The country is full of bogus compounds that are claimed to be 'similar in looks to Albany,' a 'face-simile of the Albany,' and 'the same as the Albany,' etc. We boldly declare there is no lubricating compound made the same as the Albany, that none will do the same amount of work, that there is only one 'Albany Grease,' and we are the only manufacturers of it. If there is any way by which we can make this fact more plain so the consumer and jobber will not be deceived we would kindly ask one and all of our patrons to tell us what it is, and we will give it immediate consideration." It would seem that deception would be effectually prevented if buyers would look for the distinctive yellow label and familiar trade-mark which appears on every package containing "Albany Grease." With genuine "Albany Grease" at present prices users should have a care to get the real thing. Messrs. Adam Cook's Sons continue to offer samples of their compound free for testing, so that every engineer may have the fullest opportunity to investigate in a practical way the claims made for the only original "Albany Grease."

TRADE LITERATURE.

Power Machinery.—Users of power should investigate the Corliss engines, Berry safety boilers and other power machinery built by the firm of Robert Wetherill & Co. at Chester, Pa. This firm's extensive works are busily engaged supplying the demand for its popular machines. Illustrated and descriptive catalogue may be obtained on application.

Reflector Lamps.—There is a constantly-growing use of the electric light for general purposes, and specialties for attachment to incandescent lamps have been devised because of this use. The General Electric Co. of Harrison, N. J., advises that it has ready for delivery the new Edison reflector lamps. These concentrate the light in a useful direction and secure the highest efficiency. Send for particulars.

Words of Wisdom About Paint.—Some words of wisdom about paint for the man

that pays the bills and the man that owns the roof will doubtless be readily received. In order to have a good roof, and therefore a dry, comfortable house, it is necessary that the best possible coating be used for painting the roof. A good roof can be ruined with poor paint and a poor roof can be greatly improved with good paint. A most efficient and economical paint is Dixon's silica-graphite paint, manufactured by the Joseph Dixon Crucible Co. of Jersey City, N. J. Write the company for its "Words of Wisdom About Paint."

Tanks, Towers and Tubs.—The superiority of cypress woods for tanks is advocated by many. Users have found cypress receptacles durable and not affected by the action of hot water or chemicals. Mainly for these reasons, and important ones they are, cypress tanks are extensively used wherever a wooden receptacle is demanded. The W. E. Caldwell Co. of Louisville, Ky., manufactures a complete line of tanks, towers, tubs and other vessels from the cypress wood, and its catalogue for 1906 is of interest. The illustrations and descriptions presented make the reader thoroughly acquainted with the uses to which cypress tanks are put with eminent success.

Road-Building Machinery.—It is only within the past decade that earnest endeavors have been put forth in the matter of the general improvement of roads throughout this country. Municipalities, counties, townships and individuals have become interested in this movement, and the result is that many thousands of miles of planned modern roadways have been and will be established. Different kinds of machinery and equipments for prosecuting the work of road improvement both economically and efficiently have been devised as a result of the activity referred to. Messrs. Julian Scholl & Co. of 126 Liberty street, New York, N. Y., have from time to time invented machinery and built it for road building and street paving. The firm's illustrated catalogue tells all about its machinery and supplies. This catalogue is of interest to anyone at present engaged in or likely to be engaged in road or street improvements. Copies may be had on request.

A Prominent Feature.—The development of the modern business college has been along the lines that the times have demanded. Instruction in the many innovations that have entered into the curriculum of business life is now a specialty with many educational institutions. Strayer's Business College of Baltimore, Md., is one of the most prominent and successful institutions of its class in the South, and its scholars come from all sections. The courses at Strayer's are varied, and the tuition fees are so graded as to be most equitable, according to the number and importance of the studies in which instruction is sought. Typewriting, stenography, business letter-writing, business forms, etc., are included in the classes offered. A prominent feature of this college is its offer to obtain a situation for every graduate. This unique feature has drawn many to Strayer's Business College. Mr. S. Irving Strayer, president, issues several brochures and a complete illustrated catalogue which tells in detail just what his institution has to offer those seeking that education in business knowledge which will fit them for advancement.

About A Roofing.—In 1873 there was founded a business that has since grown to extensive proportions. This business was the manufacture of roofing materials. The company advanced step by step in the manufacturing world by its constant attention and devotion to the details and developments of its especial line, and has created a trade in its specialty that constantly increases. The Philip Carey Manufacturing Co. of Lockland, Ohio, is the concern in reference. Its members early recognized the demand for a substantial and practical roofing material, and directed their efforts to perfecting a composition roof that would be adaptable to all climates and resist exposure to extremes of heat and cold, as well as fumes, gases and many other severe agencies that prove so destructive to the ordinary roofing. These efforts resulted in the production of the Carey's magnesia flexible cement roofing, which has embodied in its construction and composition all the essential requirements of an ideal and perfect roof. The Philip Carey Manufacturing Co. has issued a complete catalogue of its roofing, also of its asbestos-magnesia sectional steam pipe and boiler coverings, asbestos and asphalt materials. Those using roofing for any class of building whatever should not fail to peruse this booklet before placing contracts in the roofing line.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

New Corporations.

The Bank of Pulaski County has been opened at Dublin, Va.

The Maries County Bank has been incorporated at Vienna, Mo., with \$10,000 capital stock, by John Coaks and others.

E. R. Dawson and John W. Day are interested in the Abbott National Bank, recently organized at Hillsboro, Texas.

The Skidmore Bank has been organized at Skidmore, Mo., with \$10,000 capital stock by James M. Lamar and others.

I. H. Coulbourn has been elected president, and Sidney R. Riffin, cashier, of the national bank recently organized at Crisfield, Md.

W. S. Richardson and others of Atlanta, Ga., have organized the Mutual Benefit Society, which will do a general insurance business.

The Tatnall Bank of Reidsville, Ga., has been chartered, with \$30,000 capital stock. Among those interested are B. F. Alexander and C. W. Smith.

The First National Bank has been authorized to begin business at Arcadia, Fla., with \$30,000 capital. Ziba King is president; Albert Carlton, vice-president, and C. C. Chollar, cashier.

The American National Bank is about to begin business in Pensacola, Fla. It is capitalized at \$200,000. A. M. Moses of Pensacola and W. C. O'Neal of Dothan, Ala., are among those interested.

New Securities.

Bids will be received until September 18 for an issue of \$37,000 in bonds of Clarksdale, Miss. Walter Clark is mayor.

The Kentucky Mutual Investment Co. of Louisville has decided to increase its capital stock from \$10,000 to \$150,000.

The issue of \$17,000 in 5 per cent. bonds authorized by the town of Biloxi, Miss., has not been sold. The city attorney may be addressed.

Messrs. Feder, Holzman & Co. of Cincinnati have purchased the issue of \$300,000 in 5 per cent. bonds of Galveston, Texas, at 107.

Messrs. Trowbridge, Niver & Co. have purchased the issue of \$25,000 in 5 per cent. improvement bonds of Valdosta, Ga., paying 108 1-16.

It is stated that the issue of \$10,000 in 5 per cent. bonds recently authorized of Jackson, Miss., remains unsold. The mayor may be addressed.

The people of Beaumont, Texas, will vote September 11 on the question of issuing \$115,000 in 5 per cent. improvement bonds. The mayor may be addressed.

Rudolph Kleybolte & Co. of Cincinnati have purchased the issue of \$270,000 in 4 per cent. bonds of Norfolk, Va., recently placed on the market. The price paid was 102.117.

The town of Monroe, La., has voted in favor of issuing \$60,000 for improvements. W. E. Hawks of Bennington, Vt., is one of the committee appointed to negotiate the bonds.

The town of Greensboro, Ala., will receive bids until September 1 for its proposed issue of \$10,000 in 5 per cent. improvement bonds. Robert F. Otis, mayor, may be addressed.

Frank Thornton, clerk of the court, will receive bids until October 3 for an issue of \$560,000 in refunding bonds of Lafayette county, Missouri. Mr. Thornton may be addressed at Lexington, Mo.

The Atlanta Railway & Power Co. of

Atlanta, Ga., has filed a mortgage for \$6,000,000, of which the Mercantile Trust & Deposit Co. of Baltimore is trustee. It is understood that the mortgage is intended to secure a bond issue of this amount, which will take the place of all previous securities.

Dividends and Interest.

The Laclede Gas Co. of St. Louis has declared a dividend of 2 per cent.

The Bessemer Land & Improvement Co. has declared a dividend of \$1.50 per share.

The Teutonia Loan Co. of New Orleans has declared a semi-annual dividend of \$4 per share.

The Beacon Publishing Co. of Pass Christian, Miss., has declared a dividend of 14 per cent.

The Mount Vernon-Woodberry Cotton Duck Co. has declared a semi-annual dividend of 2 per cent. According to the report submitted at the last meeting, the net profits of the company amounted to \$759,000, compared with \$594,000 for the corresponding period of 1899—a gain of \$165,000. The dividend declared is an increase of one-half per cent. over the last dividend. It is announced that during the last six months nearly \$500,000 have been expended in improvements to the plants owned by the company.

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending August 21.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	98	100
Aiken Mfg. Co. (S. C.)	96	99
American Spinning Co. (S. C.)	100	102
Anderson Cotton Mills (S. C.)	124	126
Arcade Cotton Mills (S. C.)	100	103
Arkwright Mills (S. C.)	129	130
Augusta Factory (Ga.)	83	88
Avondale Mills (Ala.)	80	83
Belton Mills (S. C.)	104 1/2	105 1/2
Bennettsville Mfg. Co. (S. C.)	110	114
Cabarrus Cotton Mills (N. C.)	150	160
Canon Mfg. Co. (S. C.)	180	185
Clifton Mfg. Co. (S. C.)	185	190
Courtenay Mfg. Co. (S. C.)	118	120
Darlington Mfg. Co. (S. C.)	96	98 1/2
Delgado Mills (N. C.)	100	102
Dilling Cotton Mills (S. C.)	104	107
Eagle & Phenix Mills (Ga.)	105	108
Edna Cotton Mills (N. C.)	120	125
Enoree Mfg. Co. (S. C.)	120	122
Enterprise Mfg. Co. (Ga.)	100	104
F. W. Poe Mfg. Co. (S. C.) Old	117 1/2	120
Gaffney Mfg. Co. (S. C.)	120	125
Granby Mills (S. C.)	100	101
Granby 1st Pfd. (S. C.)	103	106
Granville Mfg. Co. (S. C.)	165	168
Greenwood Cotton Mills (S. C.)	103	105
Grendel Mills (S. C.)	102 1/2	103 1/2
Henderson Cotton Mills (N. C.)	120	125
Henrietta Mills (N. C.)	202	207 1/2
John P. King Mfg. Co. (Ga.)	101 1/2	104
Langley Mfg. Co. (S. C.)	118	125
Laurens Cotton Mills (S. C.)	140	144
Lockhart Mills (S. C.)	110	111 1/2
Louisville Mills (N. C.)	120	125
Lynchburg Cotton Mill Co. (Va.)	125	130
Lynchburg Cot. Mill Co. (Va.) Pfd.	145	150
Manchester Cotton Mills (S. C.)	110	120
Mayo Mills (N. C.)	120	125
McColl Mfg. Co. (S. C.)	119	123
Mills Mfg. Co. (S. C.)	92	98
Modena Cotton Mills (N. C.)	140	145
Newberry Cotton Mills (S. C.)	122	128
Odell Mfg. Co. (N. C.)	109	112
Orr Mfg. Co. (S. C.)	104	105
Paeolet Mfg. Co. (S. C.)	250	255
Pelzer Mfg. Co. (S. C.)	180	182
Piedmont Mfg. Co. (S. C.)	180	184
Piedmont Cotton Mills (N. C.)	118	120
Richland Cotton Mills (S. C.)	90 1/2	95
Ronoake Mills (N. C.)	106	110
Scotland Cotton Mills (N. C.)	119	120
Sibley Mfg. Co. (Ga.)	85	90
Southern Cotton Mills (N. C.)	95	97
Spartan Mills (S. C.)	125	135
Trion Mfg. Co. (Ga.)	125	145
Tuckapan Mills (S. C.)	125	130
Union Cotton Mills (S. C.)	124	128
Union Cotton Mills (S. C.) Pfd.	102	103 1/2
Victor Cotton Mills (N. C.)	100	105
Victor Cotton Mills (S. C.)	109	112
Warren Mfg. Co. (S. C.)	85	90
Warren Mfg. Co. (S. C.) Pfd.	101	102
Whitney Mfg. Co. (S. C.)	120	125
Wilmington Cot. Mills (N. C.) Pfd.	110	115
Wisconsin Mills (N. C.)	122	125

Quotations Furnished by William S. Glenn, Spartanburg, S. C., for Week Ending August 22.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	95	98
American Spinning Co. (S. C.)	123	127
Anderson Cotton Mills (S. C.)	98	101
Arkwright Mills (S. C.)	126	128
Belton Mills (S. C.)	104	105
Brandon Mills (S. C.)	90	100
Clifton Mfg. Co. (S. C.)	185	190
Clinton Mills (S. C.)	115	125
Darlington Mfg. Co. (S. C.)	95	98
Dilling Mills (N. C.)	104	110
F. W. Poe Mfg. Co. (S. C.)	117	119
Gaffney Mfg. Co. (S. C.)	123	124
Greenwood Mills (S. C.)	102	105
Grendel Mills (S. C.)	101	103
Laurens Mills (S. C.)	137	142
Lockhart Mills (S. C.)	110	112
Mills Mfg. Co. (S. C.)	92	96

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Monaghan Mills (S. C.)	90	100
Newberry Mills (S. C.)	120	125
Odell Mfg. Co. (S. C.)	110	113
Orr Mfg. Co. (S. C.)	194	195
Paeolet Mfg. Co. (S. C.)	250	255
Pelzer Mfg. Co. (S. C.)	180	185
Piedmont Mfg. Co. (S. C.)	180	185
Richland Mills (S. C.)	100	101
Southern Mills (N. C.)	56	58
Spartan Mills (S. C.)	125	132
Tucapau Mills (S. C.)	125	130
Union Mills (S. C.)	124	137
Union Mills (S. C.) Pfd.	103	105
Victor Mfg. Co. (S. C.)	110	113
Whitney Mfg. Co. (S. C.)	120	125

Atlantic City Special to Run Every Week-Day via Pennsylvania Railroad.

The Pennsylvania Railroad Co. has arranged to run the "Atlantic City Special," the through fast express train between Washington, Baltimore and Atlantic City, every week-day during the coming season, instead of Saturdays and Mondays, as last year.

The train will be placed in service on June 29, and will consist of standard vestibule coaches and Pullman buffet parlor cars. It will leave Baltimore 2.10 P. M., running via the Delaware River Bridge Route, and arrive Atlantic City 5.30 P. M. Returning, it will leave Atlantic City at 2.30 P. M. and arrive Baltimore 5.55 P. M. The train will be continued in service until September 1.

The addition of this train will give the residents of Baltimore the best train service between those points and Atlantic City ever enjoyed.